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To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: CASE NO. 2008.0081E: 950 MASON STREET - FAIRMONT HOTEL REVITALIZATION AND RESIDENTIAL TOWER PROJECT NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project, described below, has been issued by the Planning Department. This notice is sent to you because you have been identified as potentially having an interest in the project or the project area. The NOP is either attached or is available upon request from **Devyani Jain**, whom you may reach at **(415) 575-9051** or at the above address. A copy of the NOP can also be obtained for public review and comment at the
Mission Street, 1st Floor Planning Information Center or the report
ary 21, 2009 at www.sfgov.org/planning/mea. Case materials are
at the Planning Department's office at 1650 Mission Street, Suite
n appointment.)

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REFERENCE BOOK

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and a five-story, [illegible] mid-rise residential component above a five-story, 50-foot-tall podium totaling approximately 620,656 gsf. The new 26-story residential tower would be located on the northeastern corner of the site above the five-story podium and would enclose the north side of the podium courtyard. The mid-rise residential component would enclose the podium courtyard level along the east and south sides. The proposed mid-rise residential portion over podium would be approximately 10 stories or 105 feet in height. The proposed residential tower and podium structure would be 31 stories or 317 feet in height as measured from the western-most corner of the tower along Sacramento Street. In addition, a 12-foot-tall mechanical penthouse would extend above the tower. With the mechanical penthouse, the proposed tower would be approximately 329 feet in height.

The proposed new tower and podium would contain approximately 160 residential units (occupying
ly 325,086 gsf), approximately 3,776 gsf of retail space, and an 80,500-gsf net addition to the
-space, 65,000-gsf parking garage resulting in an approximately 145,500-gsf, 350-space
ge consisting of 302 self-park and 48 tandem spaces. The existing Fairmont Hotel complex

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To Responsible Agencies, Trustee Agencies, and Interested Parties:

RE: CASE NO. 2008.0081E: 950 MASON STREET - FAIRMONT HOTEL REVITALIZATION AND RESIDENTIAL TOWER PROJECT NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project, described below, has been issued by the Planning Department. This notice is sent to you because you have been identified as potentially having an interest in the project or the project area. The NOP is either attached or is available upon request from **Devyani Jain**, whom you may reach at **(415) 575-9051** or at the above address. A copy of the NOP can also be obtained for public review and comment at the Planning Department offices at 1660 Mission Street, 1st Floor Planning Information Center or the report can be viewed on-line starting January 21, 2009 at www.sfgov.org/planning/mea. Case materials are available for review by appointment at the Planning Department's office at 1650 Mission Street, Suite 400. (Call (415) 575-9051 to schedule an appointment.)

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Project Description: The 113,400-square-foot project site located at 950 Mason Street (Assessor's Block/Lot: 0244/001) includes the entire city block bounded by Mason Street to the west, Sacramento Street to the north, Powell Street to the east, and California Street to the south in the Nob Hill neighborhood. The proposed project includes two main components: the renovation of portions of the historic 1906 Fairmont Hotel building, a Landmark structure (City Landmark Number 185), and the construction of a new residential tower on the site of the existing 317-foot-tall, 28-story hotel tower and podium, parking and hotel support uses built in 1961. Specifically, the project sponsor proposes the following actions: 1) retain the historic 1906 Fairmont Hotel building (approximately 557,453 gross square feet (gsf)); 2) consolidate some existing hotel rooms; that is, reduce the overall number of hotel rooms in order to enlarge some of the small hotel rooms for a net loss of approximately 60 rooms in the historic 1906 Fairmont Hotel building; 3) reconfigure some of the existing hotel uses; 4) demolish the existing 226-room, approximately 356,800-gsf, 317-foot-tall Fairmont Hotel Tower, which includes the 23-story tower above a five-story, 50-foot-tall podium and associated hotel uses built in 1961; and 5) construct a new 317-foot-tall residential tower and podium structure consisting of a 26-story tower and a five-story, 55-foot-tall mid-rise residential component above a five-story, 50-foot-tall podium totaling approximately 620,656 gsf. The new 26-story residential tower would be located on the northeastern corner of the site above the five-story podium and would enclose the north side of the podium courtyard. The mid-rise residential component would enclose the podium courtyard level along the east and south sides. The proposed mid-rise residential portion over podium would be approximately 10 stories or 105 feet in height. The proposed residential tower and podium structure would be 31 stories or 317 feet in height as measured from the western-most corner of the tower along Sacramento Street. In addition, a 12-foot-tall mechanical penthouse would extend above the tower. With the mechanical penthouse, the proposed tower would be approximately 329 feet in height.

The proposed new tower and podium would contain approximately 160 residential units (occupying approximately 325,086 gsf), approximately 3,776 gsf of retail space, and an 80,500-gsf net addition to the existing 165-space, 65,000-gsf parking garage resulting in an approximately 145,500-gsf, 350-space parking garage consisting of 302 self-park and 48 tandem spaces. The existing Fairmont Hotel complex currently includes 591 hotel rooms and would be reduced to 305 rooms as a result of the proposed project.

The project site is within an RM-4 (Residential Mixed-High Density) Use District and the Nob Hill Special Use District (SUD), and within 200-E, 300-E and 320-E Height and Bulk Districts. The proposed project would require a Conditional Use authorization (CU) for modifications to hotel use in the Nob Hill SUD, a CU for buildings above 40 feet in height in a Residential District, and a CU exception from the "E" bulk controls over 65 feet in height. The project would also require a CU for a Planned Unit Development (PUD), pursuant to Section 304 of the San Francisco Planning Code, for minor deviations from the measurement of bay windows and height provisions; to permit full lot coverage below grade and at several levels above grade when a 25 percent rear yard is required; to permit parking, commercial, and residential uses in the required rear yard; for exceptions to the required number of loading docks; PUD exceptions to the dwelling unit exposure requirements; and for flexibility in design of parapets and wind-screens. The southern portion of the proposed residential tower would require a height reclassification from 200 feet to 300 feet due to the variation in the height and bulk districts which divide the project site. The Project Sponsor proposes a comparable "offset" reduction in the height classification (from 320 feet to 200 feet) of the southeast corner of the property. The proposed renovations to the historic 1906 Fairmont Hotel building would require a Certificate of Appropriateness from the Historic Preservation Commission. The proposed project would also require Planning Commission review under the "Large Tourist Hotel Conversion Ordinance", Administrative Code 41F.3(f).

As stated in the NOP, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR. Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by **February 20, 2009.** Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

Sincerely,

Devyani Jain
Major Environmental Analysis
San Francisco Planning Department

3 1223 08514 5705

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Notice of Preparation of an Environmental Impact Report

Date: January 21, 2009
Case No.: **2008.0081E**
Project Title: **950 MASON STREET – FAIRMONT HOTEL REVITALIZATION AND RESIDENTIAL TOWER PROJECT**
Zoning: Residential Mixed-High Density District (RM-4)
Nob Hill Special Use District (SUD)
200-E, 300-E, and 320-E Height and Bulk Districts
Block/Lot: 0244/001
Lot Size: 113,400 square feet (approximately 2.6 acres)
Project Sponsor Fairmont Hotel Company – San Francisco LP
(310) 966-2370
Lead Agency: San Francisco Planning Department
Staff Contact: Devyani Jain – (415) 575-9051
Devyani.Jain@sfgov.org

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PROJECT DESCRIPTION

The project site includes the entire city block bounded by Mason Street to the west, Sacramento Street to the north, Powell Street to the east, and California Street to the south in the Nob Hill neighborhood. The proposed project includes two main components: the renovation of portions of the historic 1906 Fairmont Hotel building, a Landmark structure (City Landmark Number 185); and the construction of a new residential tower on the site of the existing 317-foot-tall, 28-story hotel tower and podium, parking and hotel support uses built in 1961. Specifically, the project sponsor proposes the following actions: 1) retain the historic 1906 Fairmont Hotel building (approximately 557,453 gross square feet (gsf)); 2) consolidate some existing hotel rooms, that is, reduce the overall number of hotel rooms in order to enlarge some of the small hotel rooms for a net loss of approximately 60 rooms in the historic 1906 Fairmont Hotel building; 3) reconfigure some of the existing hotel uses; 4) demolish the existing 226-room, approximately 356,800-gsf, 317-foot-tall Fairmont Hotel Tower which includes a 23-story tower above a five-story, 50-foot-tall podium and associated hotel uses built in 1961; and 5) construct a new 317-foot-tall residential tower and podium structure consisting of a 26-story tower and a five-story, 55-foot-tall mid-rise residential component above a five-story 50-foot-tall podium totaling approximately 620,656 gsf. The new 26-story residential tower would be located on the northeastern corner of the site above the five-story podium and enclosing the north side of the podium courtyard. The mid-rise residential component would enclose the podium courtyard level along the east and south sides. The proposed mid-rise residential portion over podium would be approximately 10 stories or 105 feet in height. The proposed residential tower and podium structure would be 31 stories or 317 feet in height as measured from the western-most corner of the tower along Sacramento Street. In addition, a 12-foot-tall mechanical penthouse would extend above the tower. With the mechanical penthouse, the proposed tower would be approximately 329 feet in height.

The proposed new tower and podium would contain approximately 160 residential units (occupying approximately 325,086 gsf), approximately 3,776 gsf of retail space, and an 80,500-gsf net addition to the existing 165-space 65,000-gsf parking garage resulting in an approximately 145,500 gsf, 350-space parking garage consisting of 302 self-park and 48 tandem spaces. The existing Fairmont Hotel complex currently includes 591 hotel rooms and would be reduced to 305 rooms as a result of the proposed project.

The project site is within an RM-4 (Residential Mixed-High Density) Use District and the Nob Hill Special Use District (SUD), and within 200-E, 300-E and 320-E Height and Bulk Districts. The proposed project would require a Conditional Use authorization (CU) for modifications to hotel use in the Nob Hill SUD, a CU for buildings above 40 feet in height in a Residential District, and a CU exception from the "E" bulk controls over 65 feet in height. The project would also require a CU for a Planned Unit Development (PUD), pursuant to Section 304 of the San Francisco Planning Code, for minor deviations from the measurement of bay windows and height provisions; to permit full lot coverage below grade and at several levels above grade when a 25 percent rear yard is required; to permit parking, commercial, and residential uses in the required rear yard; for exceptions to the required number of loading docks; PUD exceptions to the dwelling unit exposure requirements; and for flexibility in design of parapets and windscreens. The southern portion of the proposed residential tower would require a height reclassification from 200 feet to 300 feet due to the variation in the height and bulk districts which divide the project site. The Project Sponsor proposes a comparable "offset" reduction in the height classification (from 320 feet to 200 feet) of the southeast corner of the property. The proposed renovations to the historic 1906 Fairmont Hotel building would require a Certificate of Appropriateness from the Historic Preservation Commission. The proposed project would also require Planning Commission review under the "Large Tourist Hotel Conversion Ordinance," Administrative Code 41F.3(f).

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

PUBLIC SCOPING PROCESS

Written comments will be accepted until the close of business on February 20, 2009. Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

January 15, 2009
Date

Bill Wycko
Environmental Review Officer

PROJECT LOCATION AND SITE CHARACTERISTICS

The project site is located at 950 Mason Street (Assessor's Block 0244, Lot 001), in the Nob Hill neighborhood, situated in the northeast quadrant of San Francisco. Please refer to **Figure 1: Project Site Location**. [For readability purposes, all figures (Figures 1 through 24) are included at the end of this NOP starting on p. 27.] The site is fully developed and includes the entire City block bounded by Mason Street to the west, Sacramento Street to the north, Powell Street to the east, and California Street to the south.

The project site slopes downward toward the east along California and Sacramento Streets, and slopes downward toward the north along Powell Street. There are approximately 50-foot and 71-foot changes in grade from Mason (west) to Powell (east) Streets along California and Sacramento Streets, respectively; and an approximately 21-foot change in grade from California (south) to Sacramento (north) Streets along Powell Street.

The project site is located in a densely-developed urban area surrounded by mid- to high-rise structures. The primary land uses surrounding the project site are high-density hotel and residential uses. Directly south of the project site are the nine-story Stanford Court Hotel and the 16-story Mark Hopkins Hotel.[1] Directly to the east are the four-story University Club and three residential apartment buildings ranging from three to nine stories in height. Residential apartment buildings continue to the north and northwest of the project site, with the historic ten-story "Brocklebank" apartment building at the corner of Mason and Sacramento Streets. The Pacific Union Club (Landmark Number 64) and Huntington Park and Grace Cathedral (Landmark Number 170) are all located directly west of the project site. To the southwest along California Street is a seven-story apartment building, a public parking garage and the ten-story Huntington Hotel. The Powell-Mason and Powell-Hyde cable car lines run north-south along Powell Street and the California Street cable car line runs east-west along California Street, directly adjacent to the project site.

The project site is within an RM-4 (Residential Mixed-High Density) use district and the Nob Hill Special Use District (SUD). The Nob Hill SUD (Planning Code Section 238) was adopted in 1978 to serve as a guide for hotel development on Nob Hill as an alternative land use to the primarily high-density residential use that characterizes much of the Nob Hill neighborhood. The project site is within the 200-E, 300-E and 320-E Height and Bulk Districts. Please refer to **Figure 1** which illustrates how these Height and Bulk Districts apply to the site.

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[1] The Mark Hopkins Hotel is designated City Landmark Number 184.

Existing Conditions

The 113,400-square foot (approximately 2.6 acres) project site is currently occupied by the 591-room, approximately 914,243-gsf Fairmont Hotel complex. The existing Fairmont Hotel complex consists of 1) the eight-story historic 1906 Fairmont Hotel building with two additional levels below grade, fronting Mason Street; and 2) the 317-foot-tall hotel tower that includes the 23-story tower above a five-story 50-foot-tall podium with one additional level below grade, fronting Powell Street and built in 1961. A 60-foot-tall roof ornament extends above the existing tower bringing the total hotel tower and podium to 377 feet in height.

The historic 1906 Fairmont Hotel building is designated City Landmark Number 185, is listed in "Here Today,"[2] and has an Architectural Survey (AS) Rating of 2S2.[3] The interior of the historic 1906 hotel was destroyed by the 1906 earthquake and fires before the hotel opened; however, the hotel interior was refurbished and opened in 1907. The historic 1906, eight-story Fairmont Hotel building is approximately 125 feet tall as measured from the Mason Street frontage, and comprises the western portion of the project site. A three-bedroom rooftop penthouse suite is located on the eighth floor, as shown in **Figure 2: Existing East-West Section**. This penthouse was constructed in 1927 and is considered part of the character-defining feature of the historically designated hotel site.[4]

The historic 1906 Fairmont Hotel building contains approximately 365 hotel rooms and other hotel functions, including restaurant and retail spaces, hotel function rooms, and hotel "back-of-house" (BOH) spaces.[5] These uses are further described by level on pp. 7-9. This building also includes two levels below the Mason Street grade at a maximum depth of 30 feet below ground surface (bgs).

The existing hotel tower and podium structure was constructed in 1961, and comprises the eastern portion of the project site. The five-story 50-foot-tall podium structure fronts along the entire length of Powell Street between Sacramento and California Streets. The 23-story hotel tower is located on the northeastern corner of the site above the podium structure at the corner of Sacramento and Powell Streets. The existing hotel tower and podium structure is approximately 28 stories and 317 feet in height as measured from the western-most corner of the tower along Sacramento Street. The hotel tower and podium structure's lowest parking level (Level B6) is approximately 10 feet below Powell Street grade at the intersection of Powell and California Streets. Overall, due to the 50-foot change in grade from Mason to Powell Streets and development of hotel structures in various time periods on site, the existing Fairmont Hotel complex ranges from 125 to 377 feet in height from west to east. Please refer to **Figure 2** which illustrates the existing east-west section of the Fairmont Hotel complex as seen from California Street.

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[2] Pages 66-68

[3] Between 1974 and 1976, the Planning Department conducted a citywide survey of cultural resources. As a result, thousands of buildings, structures, sites or objects were surveyed and assigned with an AS number between "5" and "0". Resources with the number 5 are rated the highest. Resources identified as "0" are rated the lowest. The "2S2" rating means the individual property is determined eligible for the National Register, and is individually listed in the California Register.

[4] The 1987 Board of Supervisors Ordinance No. 171-87 designated Fairmont Hotel as a Landmark. According to this ordinance, the location and boundaries of the Fairmont Hotel Landmark site encompass Lot 1 in Assessor's Block 244, excepting the easterly portion of the site upon which the roof garden structure, Crown Room Tower, and Pavilion Room are constructed.

[5] Existing hotel BOH includes kitchens, service, offices, loading storage, lockers, public restrooms, and service elevators.

The podium structure is a five-story building ranging from 50 to 70 feet in height, as measured along the Powell Street frontage. The majority of the rooftop of the podium structure functions as a courtyard for the hotel complex. The 50- to 70-foot gradation in podium height occurs because the southeast corner of the generally 50-foot-tall podium structure (at the intersection of Powell and California Streets) is occupied by the Pavilion Room, which is an additional 20 feet in height. This constitutes the sixth story of the otherwise five-story, 50-foot-tall podium structure. Please refer to **Figure 2,** which illustrates the 50-foot-tall podium at the courtyard level; and **Figure 4: Existing East Elevation,** which illustrates the additional 20 feet in height for the Pavilion Room.

The podium structure contains a three-story, 165-space parking garage located at Levels B4, B5, and B6 as shown on **Figure 2**. Configuration of the existing on-site parking garage is described below on p. 9. The Grand Ballroom, meeting rooms, Tonga Room, and BOH hotel functions are also located in the podium structure. The 23-story hotel tower consists of 226 rooms on floors 2-22 with an average of nine to 11 hotel rooms per floor depending on the room configuration. Meeting and event rooms are located on the first floor of the hotel tower, and the Crown Room is located on the 23rd floor. Please refer to **Figure 2** and **Figure 3: Existing North-South Section** which illustrates the various levels of the existing Fairmont Hotel complex. **Figure 4: Existing South Elevation, Figure 5: Existing East Elevation, Figure 6: Existing North Elevation,** and **Figure 7: Existing North Elevation** illustrate the elevations of the existing hotel complex.

Overall, the existing Fairmont Hotel complex is approximately 914,253 gsf, and includes approximately 574,000 gsf of hotel use; approximately 31,098 gsf of restaurant space; approximately 14,437 gsf of retail use; 65,000 gsf of parking (165 parking spaces); approximately 5,000 gsf of mechanical space; approximately 119,754 gsf of BOH functions; approximately 46,080 gsf of public hotel lobby and circulation space; approximately 48,964 gsf of hotel function rooms (e.g., ballroom and meeting rooms); and approximately 9,920 gsf of recreation and fitness facilities. **Table 1: Existing Project Characteristics** shows the existing uses and gsf on the project site.

TABLE 1
EXISTING PROJECT CHARACTERISTICS

Use	*Historic 1906 Fairmont Hotel (gsf)*	*Fairmont Hotel Tower and Podium Structure (gsf)*	*Existing Total (gsf)*
Hotel Guest Rooms	402,000 (365 rooms)	172,000 (226 rooms)	574,000 (591 rooms)
Hotel Function Rooms [1]	23,244	25,720	48,964
Hotel Restaurants [2]	19,503	11,595	31,098
Retail [3]	10,992	3,445	14,437
Recreation / Fitness	--	9,920	9,920
Parking	--	65,000 (165 spaces)	65,000 (165 spaces)
Hotel Back of House (BOH) [4]	62,606	57,148	119,754
Public Hotel Lobby and Circulation	36,608	9,472	46,080
Mechanical	2,500	2,500	5,000
Total	***557,453***	***356,800***	***914,243***

1. Hotel function rooms include the ballroom, Venetian Room, Gold Room, Meeting Rooms, etc.
2. Hotel restaurants include Laurel Court, Tonga Room, Cento, the former Masons, and Bella Voce, which are now vacant.
3. Includes lobby retail, hairdresser salon and former Bank of America space.
4. Back of house includes kitchens, service, offices, loading storage, lockers, public restrooms, and service elevators.

Source: Miles Berger Architect, CMA 2008

Layout of Existing Site

The historic 1906 Fairmont Hotel building lobby at Mason Street serves as the main point of reference. Due to the 50-foot grade change along California Street from Mason to Powell Streets, the lobby level of the historic 1906 Fairmont Hotel is located on the same level as the podium courtyard. Levels below the Fairmont Hotel lobby/ podium courtyard level are described as B1 – B6 respectively. Levels above the Fairmont Hotel Lobby/Podium Courtyard level are described as 2 - 23, respectively. **Table 2: Existing Project Uses by Level** below shows the general existing uses of the Fairmont Hotel complex by floor and corresponds to the levels referenced on **Figures 2** and **3**.

TABLE 2
EXISTING PROJECT USES BY LEVEL

Level/Floor	Historic 1906 Fairmont Hotel	Fairmont Hotel Tower	Podium Structure
Level 23 of Hotel Tower	--	Crown Room/Event Space	--
Levels 2 through 22 of Hotel Tower (no 13th floor and no rooms on level 23)	---	226 Hotel Rooms	--
Levels 3 through 8 of Historic 1906 Fairmont Hotel Building	365 Hotel Rooms on 3rd through 7th floors Penthouse Suite on 8th floor	--	--
Level 2 of Historic 1906 Fairmont Hotel	Meeting Rooms and Beauty Shop	--	-
Lobby (Historic 1906 Fairmont Hotel), Podium Courtyard (Podium), and Level 1 of Hotel Tower	Main Lobby, Laurel Court, Venetian Room, Gold Room, Cirque Room, and Retail	Meeting/Event Rooms	Courtyard, Pavilion Room
Level B1	BOH, Meeting Rooms, Retail, Vacant Restaurants	BOH	BOH
Level B2	BOH, Terrace Room, and Retail	BOH	BOH, Tonga Room, Recreation/Fitness
Level B3	--	BOH	BOH, Grand Ballroom
Level B4	--	--	Parking
Level B5	--	--	Parking
Level B6 (one level below grade at Powell and California Streets)	--	--	Parking

Source: EDAW 2008

The existing lobby level of the historic 1906 Fairmont Hotel building has several distinct rooms and various retail spaces, some of which are vacant or not in use. The main lobby of the historic 1906 Fairmont Hotel is located along the western edge of the hotel along Mason Street. Laurel Court is the hotel's main dining room and cocktail lounge located to the east of the main lobby. East of Laurel Court at the eastern side of the historic 1906 Fairmont Hotel building is the

Venetian Room, which is used for meetings or events. The existing open-to-sky podium courtyard is located directly east of the Venetian Room. The podium courtyard is divided into two sections: The western portion of the podium courtyard is occupied by mechanical equipment, which is screened from view by an eight-foot-tall wall, and the eastern portion consists of a landscaped area that overlooks Powell Street (from 50 feet above Powell Street grade). The Venetian Room currently has no direct access to the podium courtyard, since the courtyard area directly east of the Venetian Room is occupied by mechanical equipment.

As illustrated in **Figure 2**, Levels B1 and B2 of the existing historic 1906 Fairmont Hotel building is approximately 30 feet below the Mason Street grade and contains hotel BOH, retail, and restaurant uses. The Terrace Room is located at Level B2 in the historic 1906 Fairmont Hotel directly below the Venetian Room. The Terrace Room is used for meetings or events and can serve as a pre-function room to the Grand Ballroom. The Grand Ballroom is currently located at Level B3 of the podium structure. Handicapped access to the ballroom is one of the primary deficiencies of the existing Fairmont Hotel complex. The ballroom is currently only accessible by one wheelchair stair-lift from Level B2; in order to access Level B2, handicapped access is provided by an elevator from the lobby level.

The existing hotel tower is located at the northeast corner of the site at the intersection of Sacramento and Powell Streets; it encloses the landscaped podium courtyard to the north, and meeting rooms at the main level have direct access to this courtyard. The Pavilion Room is another meeting and event space located on the top floor of the podium structure at the intersection of California and Powell Streets. The Pavilion Room and access corridor from the main hotel lobby encloses the courtyard to the south. The Pavilion Room also has direct access to the podium courtyard. (Please refer to **Figure 8: Existing Site Plan-Roof Level,** which illustrates the existing site plan from a "bird's eye" view.)

The existing podium structure contains various hotel functions, such as the Grand Ballroom, BOH space, recreation/fitness space, a restaurant (Tonga Room) at Levels B1, B2, and B3 and three levels of parking (Levels B4, B5, and B6) as shown on **Figure 2.** The parking garage is accessed from Powell Street. Due to the 20-foot change in grade along Powell Street from south to north, the lowest parking level (Level B6) is approximately 10 feet below Powell Street grade at the intersection of Powell and California Streets and 10 feet above Powell Street grade at the intersection of Powell and Sacramento Streets and shown on **Figure 5**. The upper parking levels (Levels B4 and B5) are generally located 20 and 30 feet above Powell Street grade at the intersection of Powell and California Street, respectively.

The existing Fairmont Hotel complex is served by five loading spaces as follows: Two off-street loading docks are located on Sacramento Street, approximately 100 feet west of Powell Street. Two additional curb-side loading facilities are located along Sacramento Street, one at mid-block and another approximately 100 feet east of Mason Street. The Fairmont Hotel also has a hotel guest drop-off and pick-up area, and a loading dock off Mason Street.

PROJECT OBJECTIVES AND CHARACTERISTICS

Proposed Project

The proposed project includes two main components: the demolition of the existing 1961 hotel tower and podium structure and construction of a new residential tower with parking and hotel support uses; and the renovation of portions of the existing historic 1906 Fairmont Hotel building. The project's residential tower would be built to the Leadership in Energy and Environmental Design (LEED) Gold standard.[6]

The project sponsor proposes the following actions:

1) retain the historic 1906 Fairmont Hotel building (approximately 557,453 gross-square-foot (gsf));
2) consolidate some existing hotel rooms, that is, reduce overall the number of hotel rooms in order to enlarge some of the small hotel rooms for a net loss of approximately 60 rooms in the historic 1906 Fairmont Hotel building;
3) reconfigure some of the existing hotel uses;
4) demolish the existing 226-room, approximately 356,800-gsf, 317-foot-tall Fairmont Hotel Tower which includes the 23-story tower above a five-story, 50-foot-tall podium and associated hotel uses built in 1961; and,
5) construct a new 317-foot-tall residential tower and podium structure consisting of a 26-story tower and five-story, 55-foot-tall mid-rise residential component above a five-story 50-foot-tall podium totaling approximately 620,656 gsf. The new 26-story residential tower would be located on the northeastern corner of the site above the five- story podium and enclosing the north side of the podium courtyard. The mid-rise residential component would enclose the podium courtyard level along the east and south sides. The proposed mid-rise residential portion over the podium would be approximately five stories and 105 feet in height. The proposed residential tower and podium structure would be 31 stories tall and 317 feet in height as measured from the western-most corner of the tower along Sacramento Street. In addition, a 12-foot-tall mechanical penthouse would extend above the tower. With the mechanical penthouse, the proposed tower would be approximately 329 feet in height, which is approximately 48 feet less than the existing hotel tower and roof ornament.

The proposed project also includes four levels of below-grade parking, up to a maximum depth of approximately 40 feet below the Powell Street grade at the intersection of Powell and California Streets. Detailed descriptions of uses by level are provided on pp. 13-17.

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[6] A green building standard set by the U.S. Green Building Council.

The project sponsor's objective is to partially renovate the Fairmont Hotel to meet Americans with Disabilities Act (ADA) standards and provide the infrastructure and support functions to meet current market standards to accommodate future hotel guests, the new Fairmont Hotel residents, and visitors. The proposed new spa and dining facilities would also serve neighboring residents. The project sponsor would retain the existing historic 1906 Fairmont Hotel building. Up to 111 existing hotel rooms would be remodeled to consolidate them into approximately 51 larger rooms for a net reduction of 60 rooms. The historic 1906 Fairmont Hotel would therefore have a total of 305 hotel rooms upon project completion, compared to the existing 365 hotel rooms in this part of the hotel. With the exception of some restaurant and retail space, most uses within the historic 1906 Fairmont Hotel building, such as hotel guest room space, hotel function rooms, hotel BOH, public hotel lobby and circulation, and mechanical spaces, would not change (see **Table 3: Proposed Project Characteristics**).

The proposed new residential tower and podium would involve on-site construction of a total of approximately 620,656 gsf of space. The proposed tower and podium would contain up to 160 residential units (approximately 325,086 gsf of residential use), approximately 3,776 gsf of retail space, approximately 2,568 gsf of restaurant space, approximately 12,792 gsf of recreation/fitness/spa space, approximately 8,880 gsf of hotel lobby and circulation space, approximately 58,456 gsf of residential lobby and circulation space, approximately 11,660 gsf of mechanical area, approximately 16,586 gsf of hotel BOH area, approximately 11,672 gsf of residential BOH area, and an 80,500-gsf net addition to the existing 65,000-gsf, 165-space parking garage. With the parking garage addition, there would be an approximately 145,500-gsf, 350-space parking garage on site. **Table 3** shows the gsf of proposed uses, total gsf, and net change in gsf from the existing uses.

TABLE 3
PROPOSED PROJECT CHARACTERISTICS

Use	***Historic 1906 Fairmont Hotel (gsf)***	***New Residential Tower and Podium Structure (gsf)***	***Proposed Project Total (gsf)***	***Net Change from Existing (gsf)***
Hotel Guest Rooms	402,000 (305 rooms)	--	402,000 (305 rooms)	-172,000 (-286 rooms)
Hotel Function Rooms	23,244	23,680	46,924	-2,040
Hotel Restaurants	26,689	2,568	29,257	-1,841
Retail	3,806	3,776	7,582	-6,855
Recreation / Fitness/Spa	--	12,792	12,792	+2,872
Residential Lobby and Circulation	--	58,456	58,456	+58,456
Residential Units	--	325,086 (~160 units)	325,086 (~160 units)	+325,086 (+~160 units)
Residential Back of House (BOH), Storage, Function	--	11,672	11,672	+11,672
Parking	--	145,500 (+302 self-park and +48 tandem spaces)	145,500 (+302 self-park and +48 tandem spaces)	+80,500 (+ 186 spaces)
Hotel Back of House (BOH)	62,606	16,586	79,192	-40,562
Public Hotel Lobby & Circulation	36,608	8,880	45,488	-592
Mechanical	2,500	11,660	14,160	+9,160
Total	***557,453***	***620,656***	***1,178,109***	***+263,856***

Source: Miles Berger Architect, CMA 2008

Layout of Proposed Project

The lobby level of the historic 1906 Fairmont Hotel at the Mason Street grade serves as the main point of reference (please refer to **Figure 9: Proposed East-West Section**). The lobby level of the historic 1906 Fairmont Hotel building is located on the same level as the proposed podium courtyard level, due to the change in grade from Mason to Powell Streets. Levels below the Lobby/Podium Courtyard level are referred to as B1 – B8, respectively. Levels above the Fairmont Hotel lobby/podium courtyard level are described as 2 - 26, respectively. **Table 4: Proposed Project Uses by Level** shows the general proposed uses of the project by floor and corresponds to the levels referenced on **Figure 9**. Plans for various level include **Figure 10: Proposed Site Plan-Roof Level, Figure 11: Proposed Plan for Podium Entry at Powell Street (Level B4), Figure 12: Proposed Plan for Parking Levels (B5 – B8), Figure 13: Proposed Plan for Terrace Room and Grand Ballroom (Level B2), Figure 14: Proposed Lobby/Podium Courtyard Level Plan, Figure 15: Proposed Plan for Typical Mid-Rise Podium Level**, and **Figure 16: Proposed Typical Tower Floor Plan**. A discussion of the proposed project's uses by each level follows.

Elevations of the proposed project are included and illustrated in **Figure 17: Proposed South Elevation, Figure 18: Proposed East Elevation, Figure 19: Proposed North Elevation,** and **Figure 20: Proposed West Elevation.**

TABLE 4
PROPOSED PROJECT USES BY LEVEL

Level/Floor	***Historic 1906 Fairmont Hotel***	***New Fairmont Residential Tower***	***New Podium Structure***
Levels 2 through 26 of New Tower and Podium Structure		111 Residential Units (Levels 2 through 26 of Tower)	18 Residential Units (Levels 1-5 in mid-rise residential at and above Podium Courtyard Level)
Levels 3 through 8 of Historic 1906 Fairmont Hotel Building	305 Hotel Rooms on 3rd through 7th floors Penthouse Suite on 8th floor	--	--
Level 2 of Historic 1906 Fairmont Hotel	Meeting Rooms		

Level/Floor	***Historic 1906 Fairmont Hotel***	***New Fairmont Residential Tower***	***New Podium Structure***
Lobby (Historic 1906 Fairmont Hotel), Podium Courtyard, and Level 1 of Residential Tower	Main Lobby, Laurel Court, Venetian Room, Gold Room, Retail, Restaurant	3 Residential Units	Courtyard, Podium Residential, Restaurant, Spa, 3 Residential Units
Level B1	Hotel BOH, Retail/Restaurant	4 Residential Units	Hotel BOH, Recreation/Fitness/ Spa, 3 Residential Units
Level B2	BOH, Terrace Room, Retail/Restaurant	3 Residential Units	Grand Ballroom, Hotel BOH, 3 Residential Units
Level B3	--	4 Residential Units	Hotel BOH, Residential Function Rooms and Office, Retail 4 Residential Units
Level B4	--	2 Residential Units	Parking, Loading Dock, Rotunda Entrance, Residential Entry and Lobby
Level B5 (one level below grade at Powell and California)	--	2 Residential Units, Residential BOH	Parking
Level B6 (two levels below grade at Powell and California)	--	--	Parking
Level B7 (three levels below grade at Powell and California)	--	--	Parking
Level B8 (four levels below grade at Powell and California)	--	--	Parking

Source: EDAW 2008

Proposed Renovation of the Historic 1906 Fairmont Hotel Building

As noted above, the proposed partial renovation of the historic 1906 Fairmont Hotel building would consist of consolidating up to 111 existing, smaller hotel rooms into approximately 51 rooms for a net reduction of 60 rooms, resulting in a total of 305 hotel rooms upon project completion. Supporting hotel elements, such as meeting rooms, restaurants and lounges, and BOH facilities in the historic 1906 hotel building, would also be upgraded. The lobby level of the historic 1906 Fairmont Hotel building contains the Venetian Room; this would be renovated as part of the proposed project to open onto the podium courtyard level. The enclosed mechanical equipment area, currently occupying the western portion of the podium courtyard, would be removed and access to the courtyard would be provided from the Venetian Room, as shown in **Figures 9** and **14**.

Hotel BOH and meeting rooms would remain on Level B1 of the historic 1906 Fairmont Hotel building. The Terrace Room would remain on Level B2. Restaurant and retail spaces are proposed along the south side of the historic 1906 Fairmont Hotel building on levels B1 and B2, as shown in **Figure 9**. With the proposed renovation, restaurant uses in the historic 1906 Fairmont Hotel building would increase by approximately 7,186 gsf, while retail space would decrease by the same amount (approximately 7,186 gsf). All other square footages within the historic 1906 Fairmont Hotel building would remain generally the same as discussed on p. 11.

Proposed New Podium and Residential Tower Component of Project

As described on pp. 10-11, a new residential tower and podium structure would be constructed following demolition of the existing 1961 Fairmont Hotel tower and podium structure. A new five-story 50-foot tall podium structure would front along the length of Powell Street between Sacramento and California Streets. Similar to existing site conditions, the new podium courtyard level would be located on the same level as the historic 1906 Fairmont Hotel building lobby. A five-story, 55-foot-tall mid-rise residential component would extend above the podium, enclosing the podium courtyard level along the east and south sides, bringing the total height to 105-feet. When viewed from the intersection of California and Powell Streets, the mid-rise residential component and podium structure would be 10 stories tall.

The new 26-story residential tower would be located on the northeastern corner of the site above the five-story podium and enclosing the north side of the podium courtyard. The proposed residential tower and podium structure would be 31 stories (26-story tower plus five-story podium) and 317 feet in height as measured from the western-most corner of the tower along Sacramento Street. In addition, as shown on **Figure 9**, a 12-foot-tall mechanical penthouse extends above the tower. With the mechanical penthouse, the proposed tower and podium complex would be approximately 329 feet in height, which is approximately 48 feet less than the existing hotel tower and roof ornament. The proposed project also includes four levels of below-grade parking, up to a maximum depth of approximately 40 feet below the Powell Street grade at the intersections of Powell and California Streets.

Please refer to **Figure 21: Comparison of Existing and Proposed South Elevations, Figure 22: Comparison of Existing and Proposed East Elevation, Figure 23: Comparison of Existing and Proposed North Elevations, and Figure 24: Comparison of Existing and Proposed West Elevations,** which illustrate the existing and proposed elevations superimposed on one another. Specifically, **Figure 24** illustrates the extent of the proposed new tower that would fall within the existing building profile and portions that would extend beyond the existing building profile.

The following description begins at the lowest proposed level, Level B8, up to the top of the tower component of the proposed project. Please refer to **Figures 9 - 16** which illustrate the various levels of the proposed project and its uses for the following discussion.

Levels B8 through B4 would contain the proposed 350-space parking garage consisting of 302 self-park and 48 tandem spaces. Three newly constructed below-grade (at Powell and California Streets) parking levels are proposed (Levels B6 - B8) on the site. The parking garage would be accessed from Powell Street at Level B5, as shown in **Figure 12**. Levels B4 through B6 already exist, but would be reconstructed as part of the project.

Levels B6 - B8 would contain only parking. With the exception of Level B4, approximately 75 parking spaces would be provided per level. Level B4 would have approximately 50 parking spaces. The typical parking plan for Levels B6 through B8 is shown on **Figure 12**. Due to the downward slope of Powell Street from south to north along the project site, Level B5 is approximately 10 feet below the Powell Street grade at the intersection of Powell and California Streets and 10 feet above street grade at the northeastern corner of the podium structure at the intersection of Powell and Sacramento Streets as shown on **Figure 18**. Levels B6, B7, and B8 are located 20, 30, and 40 feet below Powell Street grade at the intersection of Powell and California Streets respectively. Due to the slope of Powell Street, Levels B6, B7, and B8 would therefore be at grade, 10 feet below, and 20 feet below grade at the northeastern corner of the podium structure at Powell and Sacramento Streets respectively (please refer to **Figure 18**).

In addition to parking (approximately 75 spaces), two residential units and residential BOH are proposed at Level B5 at the northeast corner of the proposed tower.

In addition to parking (approximately 50 spaces), Level B4 would contain two residential tower units and retail space. Level B4 is located at grade at the corner of California and Powell Streets and a pedestrian entrance rotunda is proposed at this corner, as shown in **Figure 11.** This would provide access to the main residential entrance lobby, as well as secondary access to the historic 1906 Fairmont Hotel building. Two off-street loading spaces would also be accessed from Sacramento Street along the north side of the podium structure at this level.

Level B3 would contain eight residential units and hotel BOH functions. The residential units are proposed at the northeast corner of the podium structure. Retail space and some residential BOH functions are also located on this level. The hotel BOH functions would be located on the west side of the podium structure closest to the historic 1906 Fairmont Hotel building, and this would serve to consolidate much of the hotel BOH functions.

Level B2 would contain six residential units, the Terrace Room, Grand Ballroom, and hotel BOH. The existing ballroom would be relocated and reconstructed from Level B3 to Level B2. The relocated ballroom would provide better internal access from the historic 1906 Fairmont Hotel building as well as comply with Americans with Disabilities Act (ADA) requirements. The relocated ballroom would be at the same level as the Terrace Room and they would be connected, as shown in **Figures 9** and **13**.

Level B1 would contain the new recreation/fitness/spa space, seven residential units, and hotel BOH. The ballroom and Terrace Room on Level B2 would be double height and would therefore occupy a portion of Level B1, as shown in **Figure 9**.

The podium courtyard level would contain six residential units, and retail/restaurant space. The podium courtyard would be landscaped and would be directly connected to the renovated Venetian Room in the historic 1906 Fairmont Hotel, as shown in **Figures 9** and **14.**

The proposed five-story, 55-foot-tall residential mid-rise component would overlook the podium courtyard along the south and east sides of the podium structure. The mid-rise levels would include 18 residential units total. Eight of the units would be two-story townhouse-type units at the top two floors (Levels 4 and 5) of the mid-rise residential podium component; these units would be a mix of two and four bedroom units. **Figure 15** illustrates the typical plan for the mid-rise portion of the podium.

The proposed new residential tower located on the northeast portion of the podium would contain 114 units on Levels 1 through 26 (3 units on Level 1, 111 units on Levels 2 – 26). Please refer to **Figures 9** and **16**. Each floor with the exception of Levels 25 and 26 would generally consist of a mix of five units as shown in **Figure 16**. Two two-story townhomes would occupy Levels 25 and 26. Elevators and stairs would be located in the center of the tower, with the residential units along the perimeter of the tower.

Proposed Residential Unit Mix and Character

A total of 160 residential units are proposed as part of the project, of which 31 units (19 percent) would be located in the proposed new podium and mid-rise structure, and 129 units (81 percent) would be located in the new 26-story tower. Of the 160 residential units, 150 units (94 percent) would be two-bedroom units and 10 units (six percent) would be four-bedroom units.

Please refer to **Table 5: Proposed Residential Unit Mix** which describes the unit mix of the proposed project. No studio or one-bedroom units are proposed as part of the project. The average unit size would be approximately 1,737 square feet (sf). Affordable units are not proposed on site. The project sponsor would pay an in-lieu fee in compliance with Section 315 of the Planning Code.

TABLE 5
PROPOSED RESIDENTIAL UNIT MIX

Mid-Rise Podium Structure		
Unit Type	**Description**	**Number of Units**
Type B	Flat, 2 BR / 2.5 BA	23
Type B	Townhouse, 4 BR / 3BA	8
Sub-Total		***31***
Residential Tower		
Unit Type	**Description**	**Number of Units**
Type C	Flat, 2 BR / 2BA	49
Type D	Flat, 2 BR / 2BA	36
Type E-1	Flat, 2 BR / 2.5BA	18
Type E-2	Flat, 2 BR / 2.5BA	7
Type E-3	Flat, 2 BR / 2 BA	11
Type F	Townhouse, 2 BR / 2.5 BA	2
Type G	Townhouse, 4 BR / 3.5 BA	2
Type [illegible]	Townhouse, 2 BR / 2.5BA	4
Sub-Total		***129***
Total		**160**

Source: Miles Berger Architect 2008

The residential component of the proposed podium and tower structure would be functionally integrated into the historic 1906 Fairmont Hotel building. Hotel services and amenities (e.g., concierge, housekeeping, room-service, spa, valet parking) would be provided and available to the occupants of the proposed new residential component.

The design of the residential units located in the podium structure would include vertical recesses, bays and balconies. These elements are intended to break up the project façade to reflect the prevalent streetscape pattern of a continuous street wall composed of several building façades. The proposed project design is intended to respect the existing pedestrian scale, create visual interest along Powell, California, and Sacramento Streets, and be visually compatible with existing residential uses to the east and north of the project site. The residential units in the tower component would include building elements, such as projecting bay windows and stacked balconies with recessed alcoves.

Pedestrian Access

Primary pedestrian access to the historic 1906 Fairmont Hotel building would continue to be from Mason Street. The project sponsor would construct an entrance rotunda at the corner of California and Powell Streets, as shown in **Figure 11.** This entrance rotunda would provide another pedestrian access to the site; it would serve as the primary entrance for the proposed new residential units and as secondary access to the historic 1906 Fairmont Hotel. The entrance rotunda is also expected to allow natural light into the historic 1906 Fairmont Hotel.

Net Change in On-Site Development

The proposed demolition of the existing podium and hotel tower and partial renovation of the historic 1906 Fairmont Hotel would reduce the total number of existing hotel rooms by 286 rooms, from 591 to 305 hotel rooms. Upon project completion, the project site would be occupied by a total of about 1,178,109 gsf of development; this would constitute net new on-site construction of about 263,856 gsf, including parking. Please refer to **Table 3,** which shows the proposed project's total gsf and net change from existing conditions.

Hotel square footage would be reduced by approximately 172,000 gsf, with demolition of the existing hotel tower. Hotel function space would decrease by approximately 2,040 gsf. Hotel restaurant uses would decrease by approximately 1,841 gsf; and retail uses would decrease by approximately 6,855 gsf. Recreation/fitness/spa space would have a net increase of approximately 2,872 gsf; and parking would increase by approximately 80,500 gsf. New residential lobby and circulation uses would total approximately 58,456 gsf; new residential units would total approximately 325,086 gsf; and new residential BOH/storage/function space would increase by approximately 11,672 gsf. Hotel BOH would decrease by approximately 40,562 gsf; public hotel lobby and circulation space would decrease by approximately 592 gsf; and mechanical spaces would increase by approximately 9,160 gsf.

Proposed Open Space and Landscaping

The proposed project would include a total of approximately 17,000 sf of private open space for the on-site residents, and approximately 9,800 sf of privately-owned, publicly accessible open space in the form of the landscaped podium courtyard. Approximately 145 of the 160 units would have an average of 106 sf of private usable open space, which would exceed the Planning Code Section 304(d)(3) requirement of 36 sf of private open space per dwelling unit.

Street trees and sidewalk improvements are proposed along California and Powell Streets in compliance with the City's design guidelines. New landscaping is also proposed at the podium courtyard level.

Parking and Loading

As noted above, the proposed project would include construction of three new levels of below-grade parking (Levels B6, B7, and B8) at Powell and California Streets, as shown in **Figure 9.** The new underground parking would require up to 30-feet in excavation. Upon project completion, total depth of below-grade levels would be 40-feet at Powell and California Streets, and approximately 20-feet deep at Powell and Sacramento Streets, due to the downward slope of Powell Street. Please refer to **Figure 18** which illustrates the parking levels in relation to Powell Street. Vehicular access would continue to be from Powell Street; however the new parking entrance and exit would be closer to the Sacramento Street corner. The proposed project would include a 350-space garage consisting of 302 self-park and 48 tandem spaces. Residential parking would be provided at a one-to-one ratio; therefore, there would be about 160 residential parking spaces. The remaining 190 parking spaces are proposed for hotel operations. The proposed project would comply with Planning Code requirements for bicycle parking, car-share spaces, and handicapped-accessible spaces. Accordingly, the project sponsor would provide approximately 60 bicycle parking stalls, five car-share parking spaces, and 14 handicapped-accessible parking spaces at Levels B5, B6, and B7.

As described on p. 9, the existing Fairmont Hotel complex is currently served by five loading spaces; the location, number, and configuration of loading spaces would remain the same with development of the proposed project. In addition, the Fairmont Hotel guest drop-off and pick-up area and loading dock off Mason Street would remain operational during project construction. Please refer to **Figure 10,** which illustrates the location of the loading areas.

Proposed Changes to Height and Bulk

As shown in **Figure 1**, the project site is located within the 200-E, 300-E, and 320-E Height and Bulk Districts. Various portions of the site are therefore subject to the 200-, 300-, and 320-foot height limits, respectively. The "E" bulk controls are applicable to the entire project site and are explained below (see also Planning Code Section 270). The proposed 105-foot-tall mid-rise and podium structure is within the 300- and 320-foot height limits. A combination of 200- and 320-foot height limits would be applicable to the proposed 317-foot-tall tower. A 12-foot-tall rooftop mechanical penthouse is proposed above the 317-foot-tall tower, however per Planning Code Section 260(b)(1)(A)(B) elevator, stair, and mechanical penthouses are exempted up to an additional height of 16-feet from the height limit where the height limit is above 65 feet.

The southern portion of the proposed tower is located within the 200-foot height limit. This portion of the tower would be approximately 280-feet tall and would exceed the 200-foot height limit by approximately 80 feet. A height reclassification from the existing 200-E to the proposed 300-E Height and Bulk District would be required on the affected portion of the project site to accommodate the gradual stepping down of the proposed new residential tower. The Project

Sponsor proposes a comparable "offset" reduction in the height classification from 320 feet to 200 feet at the southeast corner of the property. A portion of the existing site that is approximately 68.75 feet wide along Powell Street and 206.25 feet deep along California Street is proposed to be reclassified to 200-E. Please refer to **Figure 22** which illustrates the proposed elevations for the project with the existing elevations superimposed to show the portion of the proposed residential tower that would be subject to the height reclassification.

Per Planning Code Section 270, the "E" Bulk District provides bulk controls over 65 feet in height. Specifically, Planning Code controls for the "E" Bulk District allow up to 110 feet building plan dimension and up to 140 feet in building diagonal dimension for buildings above 65 feet in height. The podium portion of the proposed project would have a 275-foot plan dimension and a 300-foot diagonal dimension above 65 feet, which would exceed both the maximum allowable plan and diagonal dimensions under the applicable "E" bulk limits. The proposed tower would also exceed the maximum allowable plan dimension in the east-west direction under the applicable "E" bulk limits, by about 20 feet.

PROJECT SCHEDULE

Project construction is anticipated to begin in 2012 and be completed by 2014. The historic 1906 Fairmont Hotel building would continue to operate during project construction. Project construction cost is estimated to be about $130 million.

APPROVALS REQUIRED

The proposed project would require the following actions under existing zoning regulations and ordinances, with acting bodies shown in italics:

- Conditional Use authorization (CU) for modifications to hotel use in the Nob Hill Special Use District (Planning Code Sections 238 and 303). *Planning Commission approval*
- Conditional Use authorization (CU) for buildings above 40 feet in height in an R (Residential) District (Planning Code Sections 253 and 303). *Planning Commission approval*
- Conditional Use authorization (CU) for an exception from the "E" Bulk District controls for buildings over 65 feet in height. The project is located in an "E" Bulk District where bulk limit is 110 feet maximum in plan dimension and 140 feet maximum in diagonal dimension for buildings over 65 feet in height. An exception is required because the proposed podium portion of the project would exceed both the maximum allowable plan and diagonal dimension under the applicable "E" Bulk District controls. The proposed tower would also exceed the maximum allowable plan dimension under the applicable "E" Bulk District controls. (Planning Code Sections 303, 270 and 271). *Planning Commission approval*
- Conditional Use authorization (CU) for a Planned Unit Development (PUD) (Planning Code Sections 303 and 304). *Planning Commission approval.* Specific Planning Code modifications requested include the following:
    1. Minor deviations from the provisions for measurement of bay windows and height, including point where height is measured and allowing habitable space below the maximum parapet height (Planning Code Sections 136(c)(2), 260, 261 and 304(d)(6)).
    2. Planning Code Sections 130, 134, 134(e)(1) and 304 permit up to 75 percent maximum lot coverage and require a 25 percent rear yard setback. The proposed project would require authorization to (a) permit full lot coverage below grade and at several levels above grade when a 25 percent rear yard is required; and (b) permit parking, commercial, and residential uses in the required rear yard (Sections 134 and 304).
    3. Planning Code Sections 152 and 304(d)(2) would require four off-street loading spaces for the project. The proposed project would provide two off-street and three curbside loading docks and would therefore require an exception from the required number of loading spaces.

4. Planned Unit Development (PUD) exception to the dwelling unit exposure requirements (Planning Code Sections 140 and 304).
5. Flexibility in the design of parapets and wind-screens (Planning Code Sections 260(b) and 304).

- Certificate of Appropriateness for modifications to the historic 1906 Fairmont Hotel and major new development adjacent to and integral to a City Landmark (Article 10 and Planning Code Section 1006). *Historic Preservation Commission approval*
- Height reclassification from the existing 200-E to the 300-E Height and Bulk District for a portion of the project site for the proposed residential tower. This would be required to accommodate the gradual stepping down of the southern portion of the proposed new residential tower. There would also be an "offset" reduction in height from 320-E to 200-E for the southeast corner of the project site. (Sections 260, 261, and 302). *Planning Commission, Board of Supervisors and Mayor's approval*
- Consideration and review under the "Large Tourist Hotel Conversion Ordinance" – Administrative Code Section 41F.3(f). *Zoning Administrator recommendation and Planning Commission approval*
- Building and Demolition Permits. *Department of Building Inspection approval*
- Street Improvement and/or Encroachment Permit for curb cuts, loading zones and sidewalk changes and encroachments. *Department of Parking and Traffic approval*

POTENTIAL ENVIRONMENTAL ISSUES

The proposed project could result in potentially significant environmental effects. As required by the California Environmental Quality Act (CEQA), the EIR will examine those effects, identify mitigation measures, and analyze whether proposed mitigation measures would reduce the environmental effect to a less-than-significant level. The EIR will evaluate several alternatives including: a No Project Alternative and one or more project alternatives. The comments received during the scoping period will be considered during preparation of the EIR. The EIR will address impacts related to land use, aesthetics, cultural resources, transportation and circulation, population and housing, noise, air quality, wind and shadow, recreation, utilities and service systems, public services, geology and soils, hydrology and water quality, biological resources, hazards and hazardous materials, mineral and energy resources, and agriculture. The environmental issues to be addressed in the EIR are described briefly below:

LAND USE AND LAND USE PLANNING

The EIR will evaluate the proposed project's consistency with applicable land use plans and policies, changes to existing land use(s), as well as potential land-use conflicts and impacts to land use character in the project vicinity.

AESTHETICS

The EIR will analyze the proposed project's potential impacts to scenic vistas, public and private views, existing visual character, as well as adverse effects from light and glare.

POPULATION AND HOUSING

The EIR will analyze the proposed project's potential impacts related to population, employment, and housing.

CULTURAL AND PALEONTOLOGICAL RESOURCES

The eight-story Fairmont Hotel is designated City Landmark Number 185. The EIR will evaluate potential historic architectural impacts of the proposed project to the Fairmont Hotel building as well as to other on- and off-site historic resources, including any previously undocumented resources located within the 1961 hotel tower and podium structure. In addition, the EIR will analyze potential impacts to both prehistoric and historic archaeological and paleontological resources in the project on-site.

TRANSPORTATION AND CIRCULATION

The EIR will evaluate the proposed project's potential impacts to traffic, circulation, intersection operation, parking and freight loading, public transit, and pedestrian and bicycle conditions. In addition, the EIR will analyze short-term, construction-related transportation impacts.

NOISE

The EIR will evaluate the noise compatibility of existing and proposed land uses and discuss both the long-term operational noise impacts and short-term construction-related noise impacts for the surrounding area, including for any identified noise-sensitive receptors in the project vicinity.

AIR QUALITY

The EIR will analyze consistency with applicable air quality plans, evaluate project-specific air quality effects, analyze greenhouse gas (GHG) emissions, as well as air quality issues related to new development built in close proximity to high-volume traffic corridors.

WIND AND SHADOW

The EIR will evaluate potential wind and shadow impacts of the proposed 317-foot-tall tower and podium structure which includes a 26-story tower and five-story, 55-foot-tall mid-rise residential component above a five-story 50-foot-tall podium structure. The residential tower and podium structure would be 31 stories tall and 317 feet in height. In addition, a 12-foot-tall mechanical penthouse extends above the tower. The EIR will evaluate the potential impacts on the surrounding area including shadow effects on public open spaces regulated under Section 295 of the Planning Code.

RECREATION

The EIR will assess the adequacy of existing parks and open space facilities to determine whether the proposed project would result in an increased use of parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Furthermore, the EIR will evaluate whether project implementation would require new or expanded park and recreational facilities and whether the construction of such facilities could result in adverse physical effects to the environment.

UTILITIES AND SERVICE SYSTEMS

The EIR will analyze the adequacy of water and sewer infrastructure in the area to provide both potable water and sewage treatment including increased stormwater drainage and the disposal of solid waste for the proposed project. The EIR will assess whether the proposed project would require the construction of new water, wastewater treatment, and/or stormwater drainage facilities, the construction of which could cause adverse environmental effects.

PUBLIC SERVICES

The EIR will assess the adequacy of existing public services (e.g., schools, police and fire protection, etc.) for serving the proposed project. The analysis will determine whether project implementation would result in an increased demand for services, in turn, resulting in an inability of service providers to maintain adequate levels of service (e.g., fire and police department response times), and/or whether the project would require new or expanded facilities, thereby resulting in significant environmental impacts related to public services.

BIOLOGICAL RESOURCES

The EIR will analyze whether the proposed project would have a substantial adverse effect on biological resources, such as the movement of any native resident or migratory bird species, and whether the proposed project would conflict with any local tree preservation policy or ordinance.

GEOLOGY, SOILS, AND SEISMICITY

The EIR will discuss the findings of existing and new geotechnical analyses prepared for the proposed project, and disclose geotechnical feasibility and any other geotechnical considerations related to the proposed project.

HYDROLOGY AND WATER QUALITY

The EIR will assess potential project impacts to existing water quality and hydrology from short-term grading and construction activities, as well as quantitatively analyze potential changes in stormwater runoff resulting from project implementation.

HAZARDS AND HAZARDOUS MATERIALS

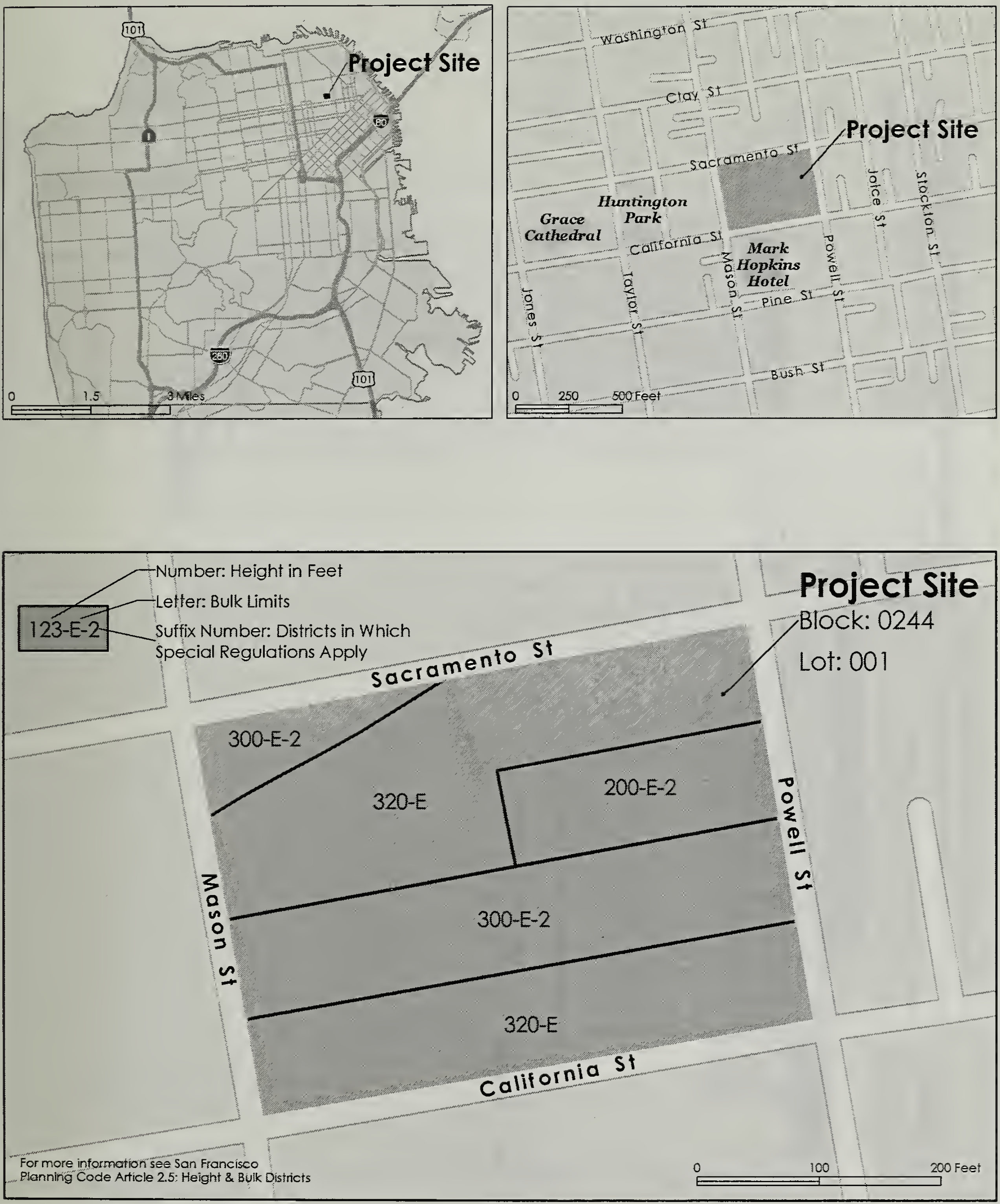
The EIR will discuss possible on-site soil and groundwater contamination, potential exposure to hazardous building materials from demolition activities, transportation and use of hazardous materials, fire hazards, and emergency response plans, based on the Phase I Environmental Site Assessment and database review prepared for the project site.

OTHER ISSUES

The EIR will briefly discuss potential effects related to mineral resources, and agricultural resources.

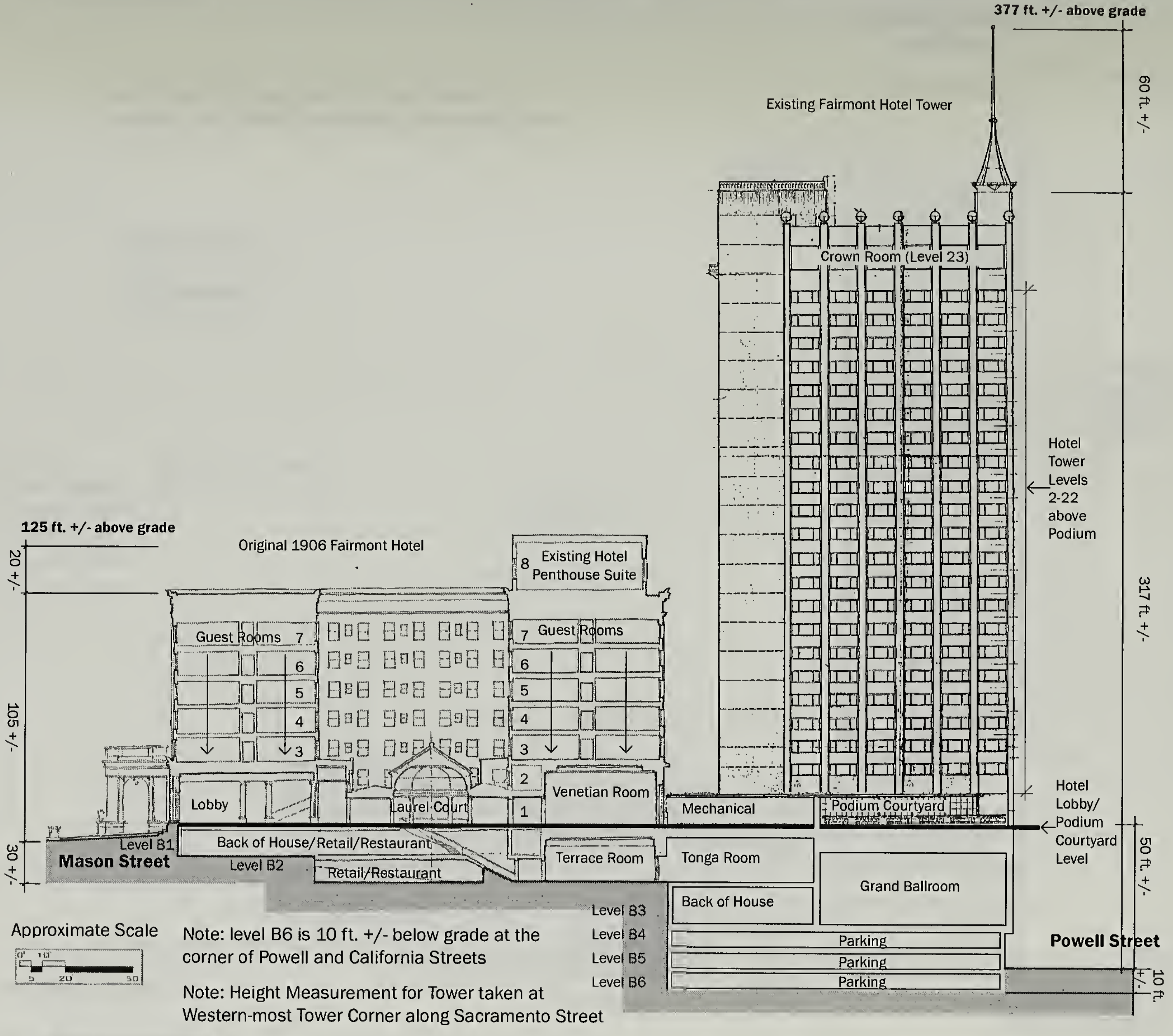
The EIR will also briefly discuss mandatory sections, as required by CEQA (e.g., growth inducement and cumulative impacts).

Figure 1
Project Site Location



Source: EDAW 2008

Figure 2
Existing East-West Section

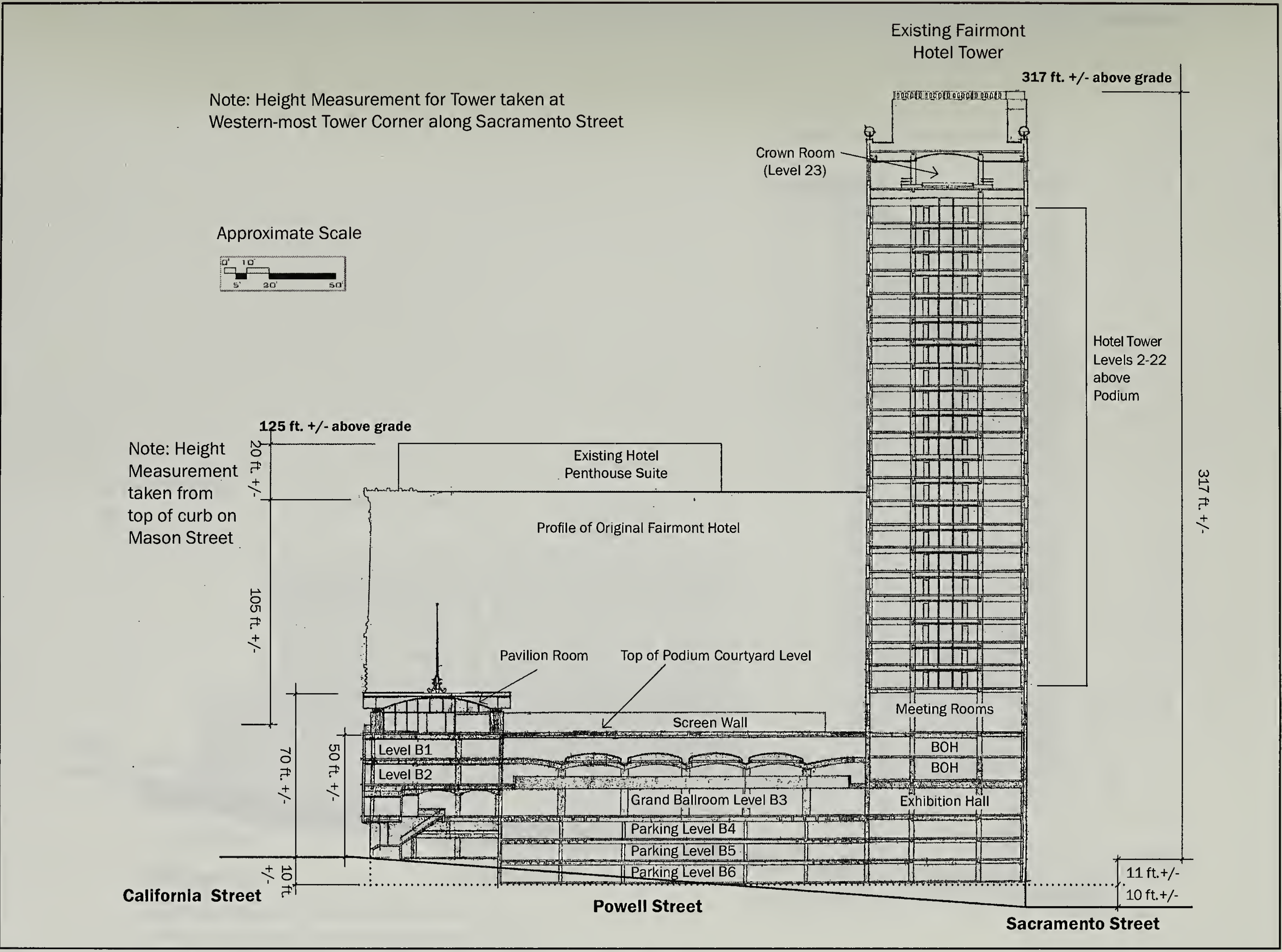


Note: level B6 is 10 ft. +/- below grade at the corner of Powell and California Streets

Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

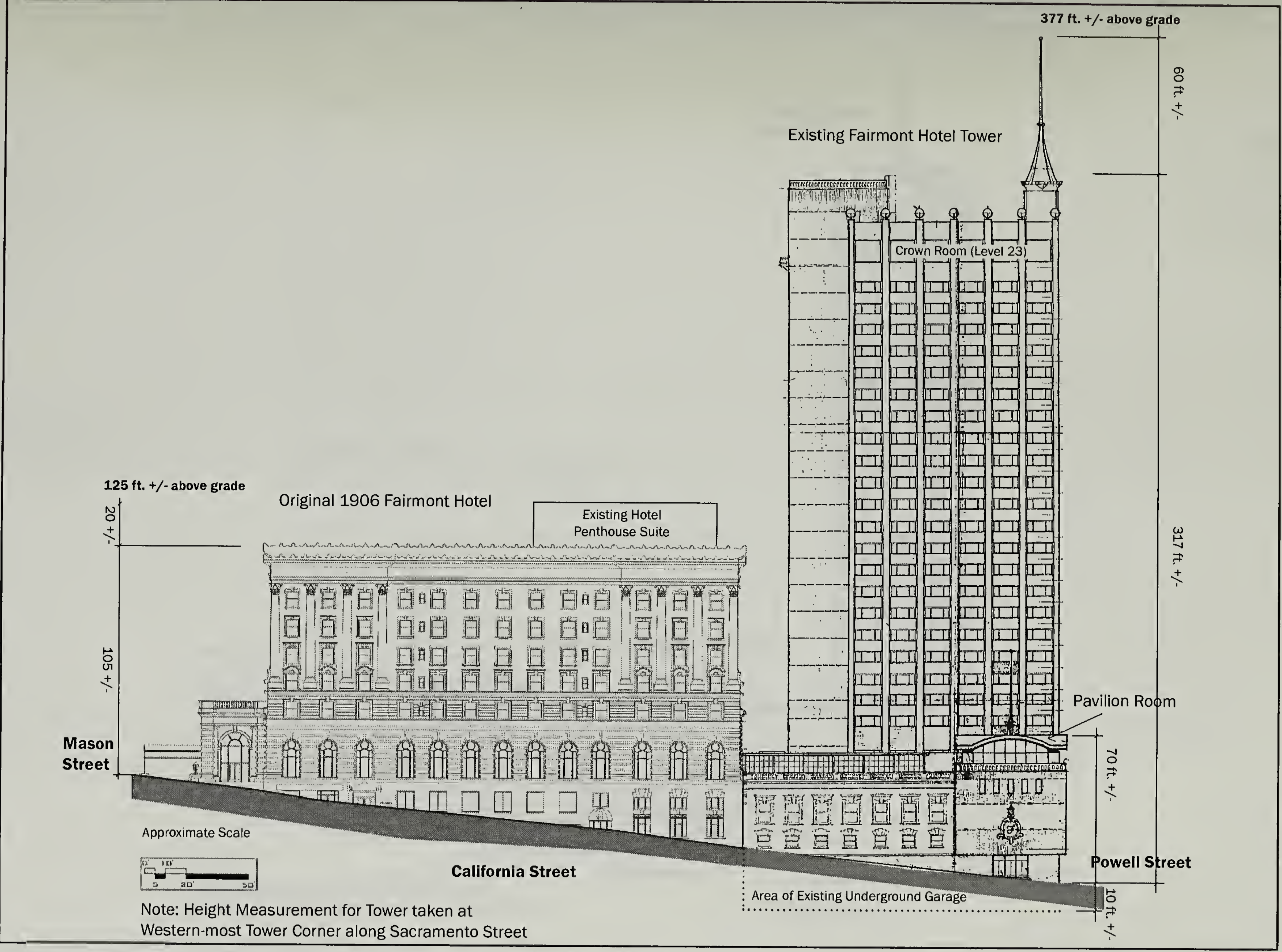
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 3
Existing North-South Section



Source: Mario Gaidano AIA Architect 7-12-60.

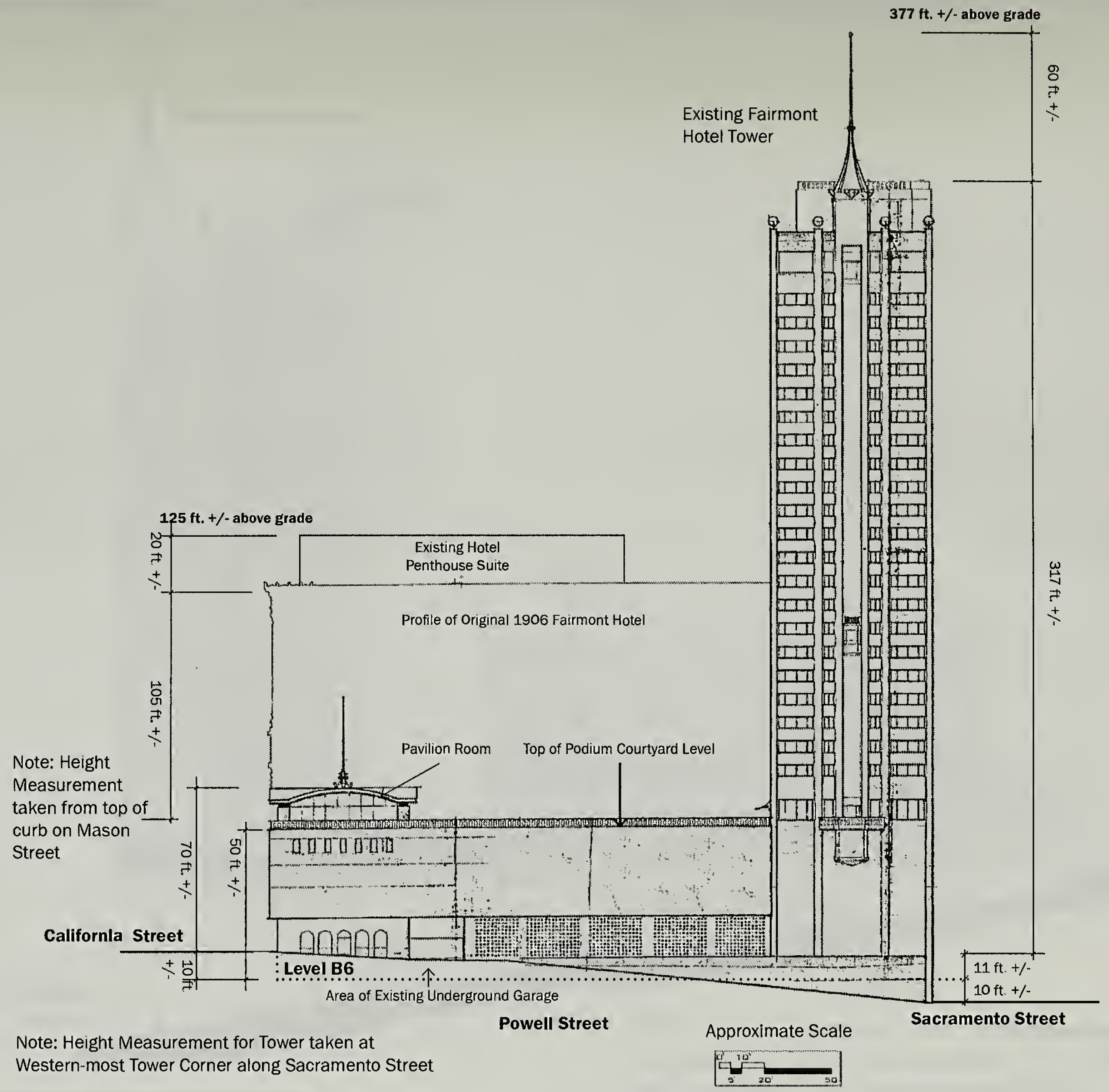
Figure 4
Existing South Elevation



Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

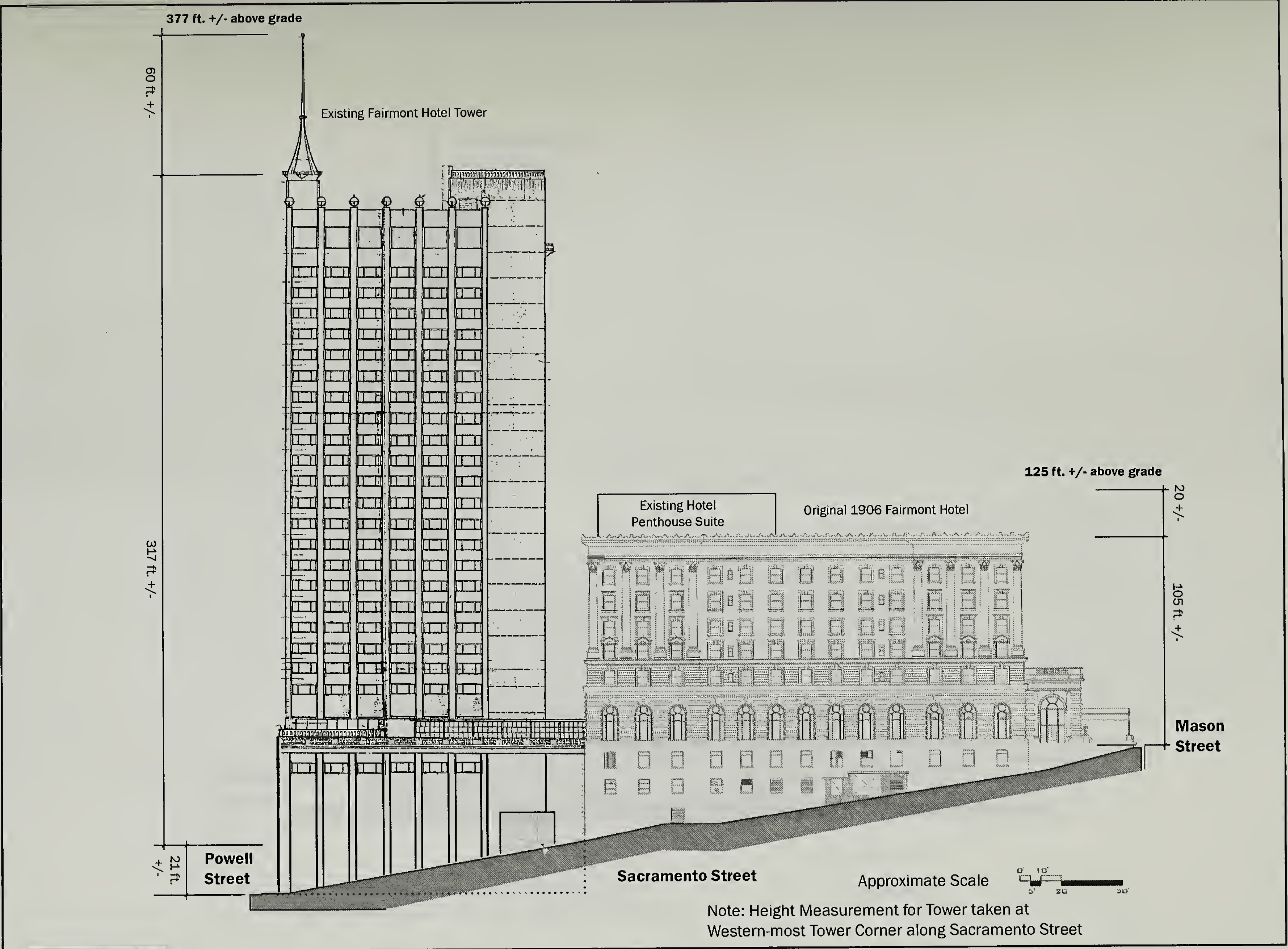
Source: Miles Berger AIA Architect, November 2008 and Mario Gaidano AIA Architect, May 1960.

Figure 5
Existing East Elevation



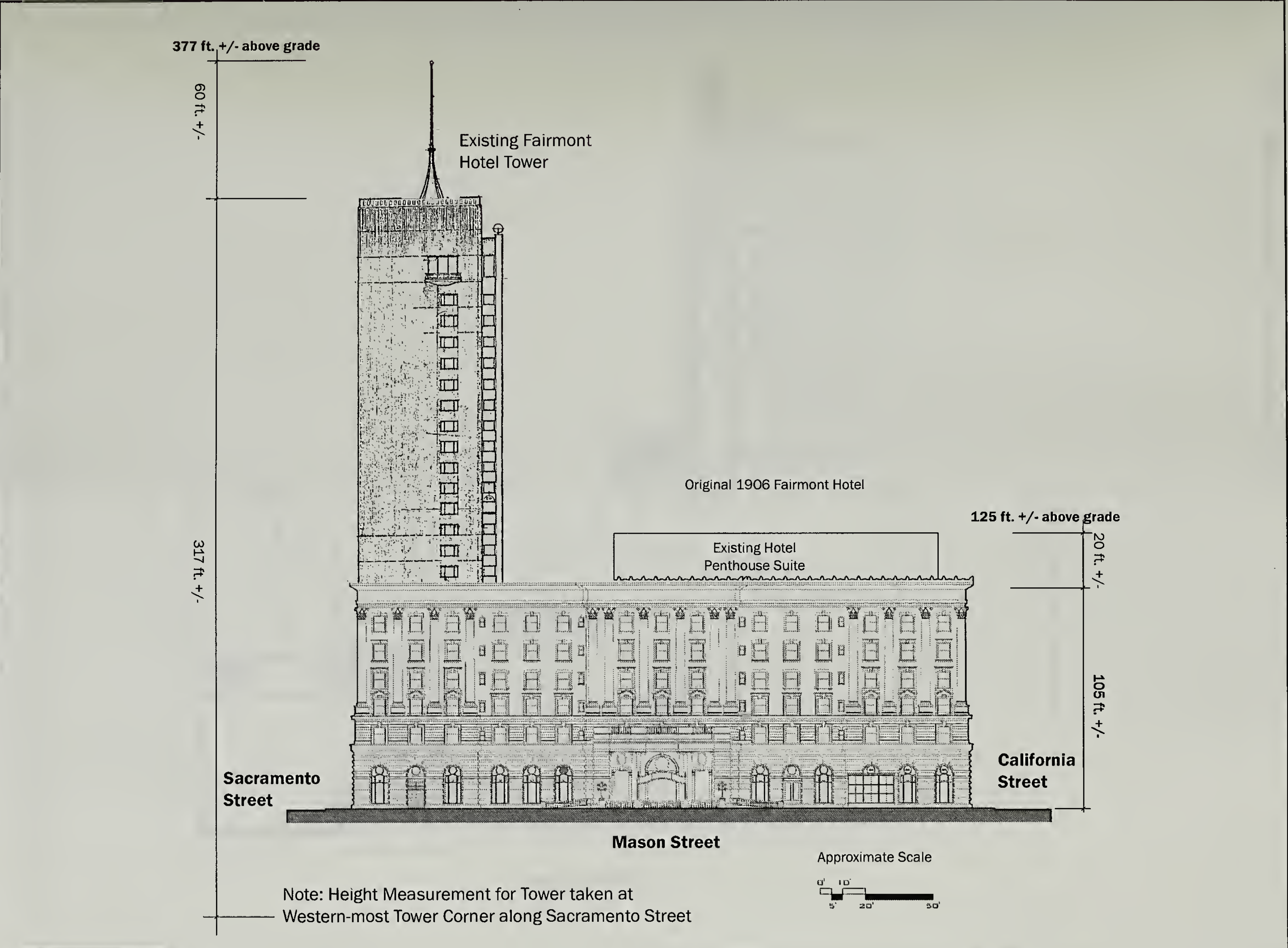
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 6
Existing North Elevation


377 ft. +/- above grade
60 ft. +/-
Existing Fairmont Hotel Tower
317 ft. +/-
21 ft. +/-
Powell Street
Existing Hotel Penthouse Suite
Original 1906 Fairmont Hotel
125 ft. +/- above grade
20 +/-
105 ft. +/-
Mason Street
Sacramento Street
Approximate Scale
Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

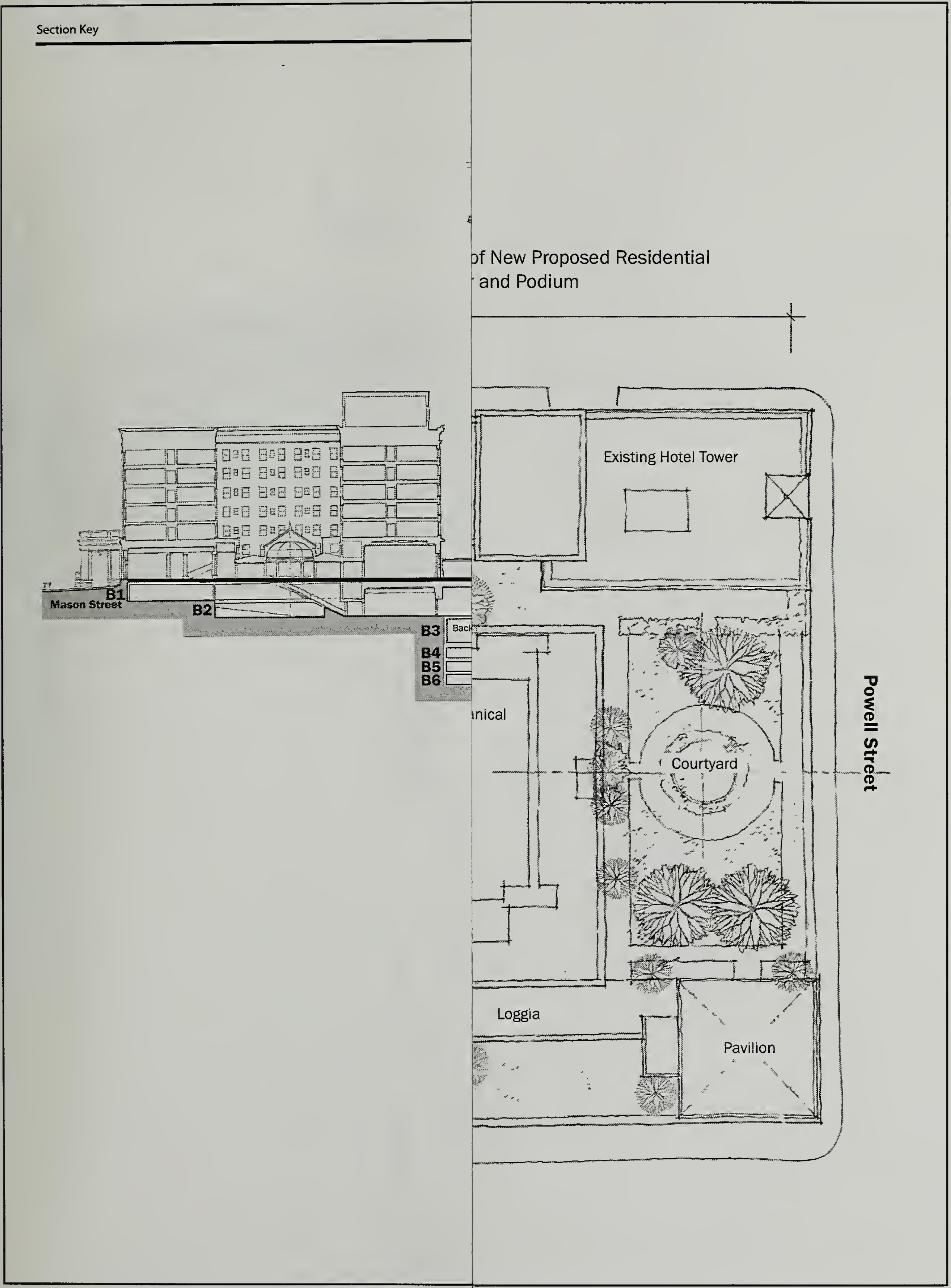
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 7
Existing West Elevation



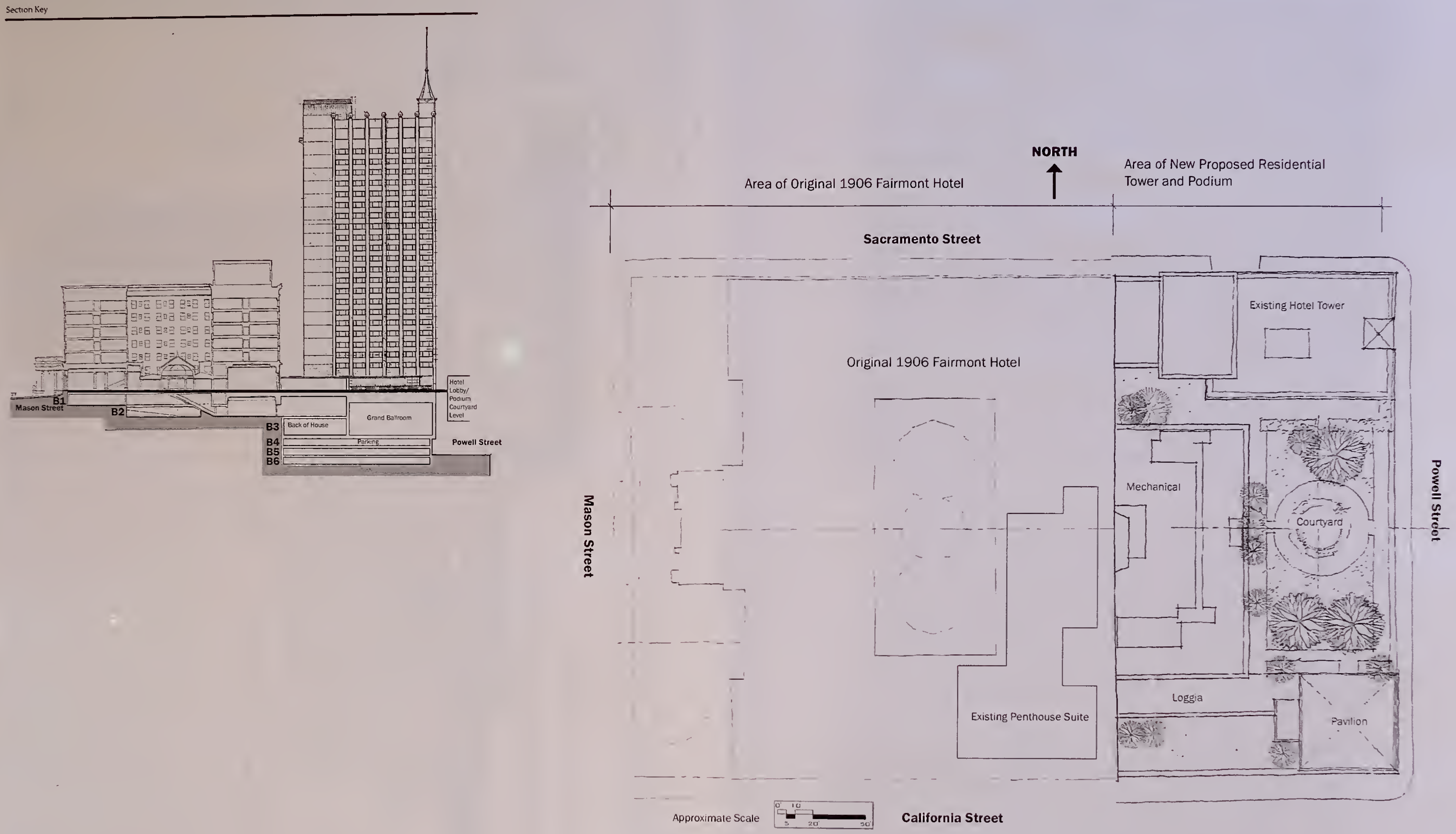
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 8
Existing Site Plan - Roof Level



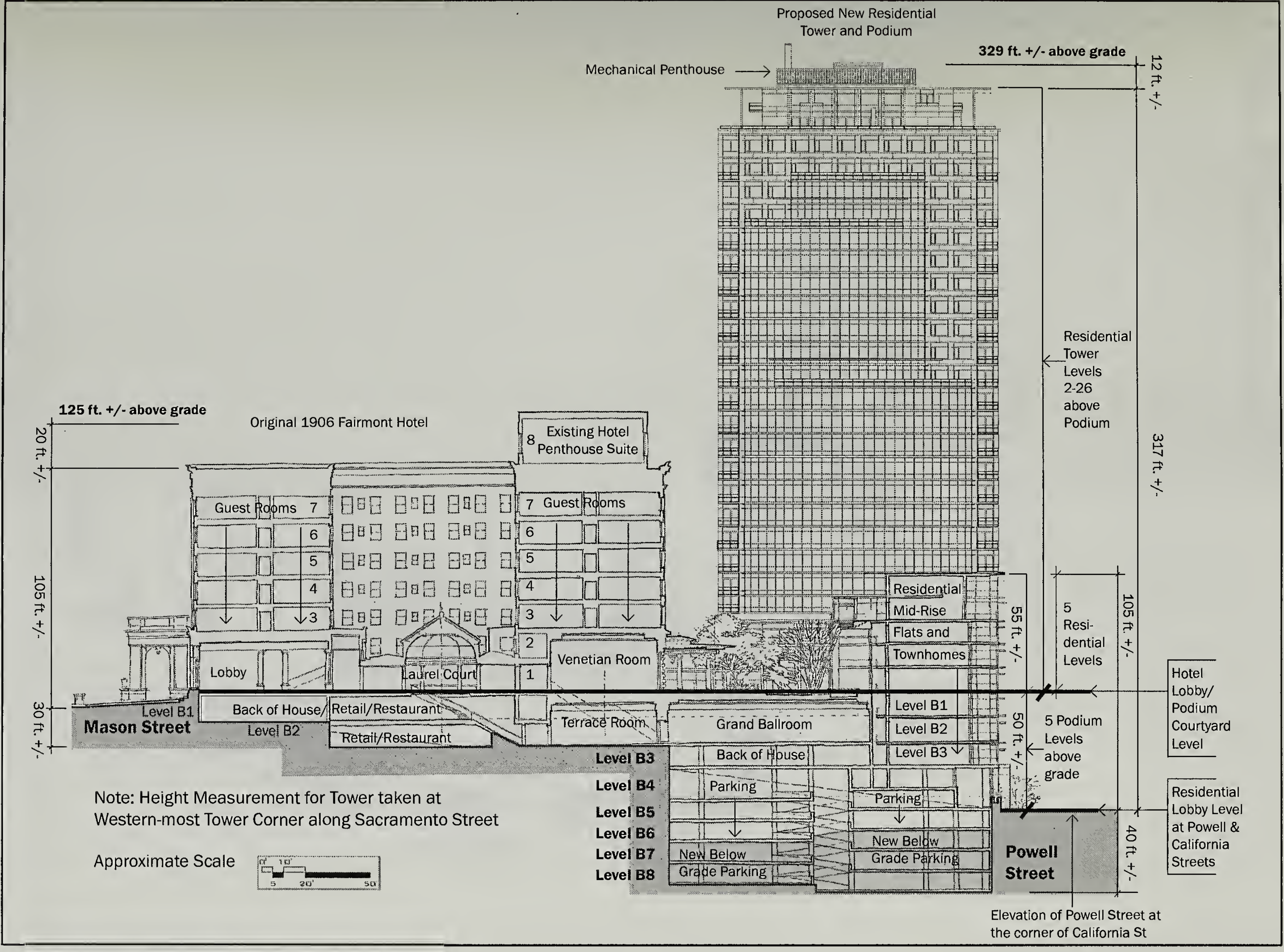
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 8
Existing Site Plan - Roof Level



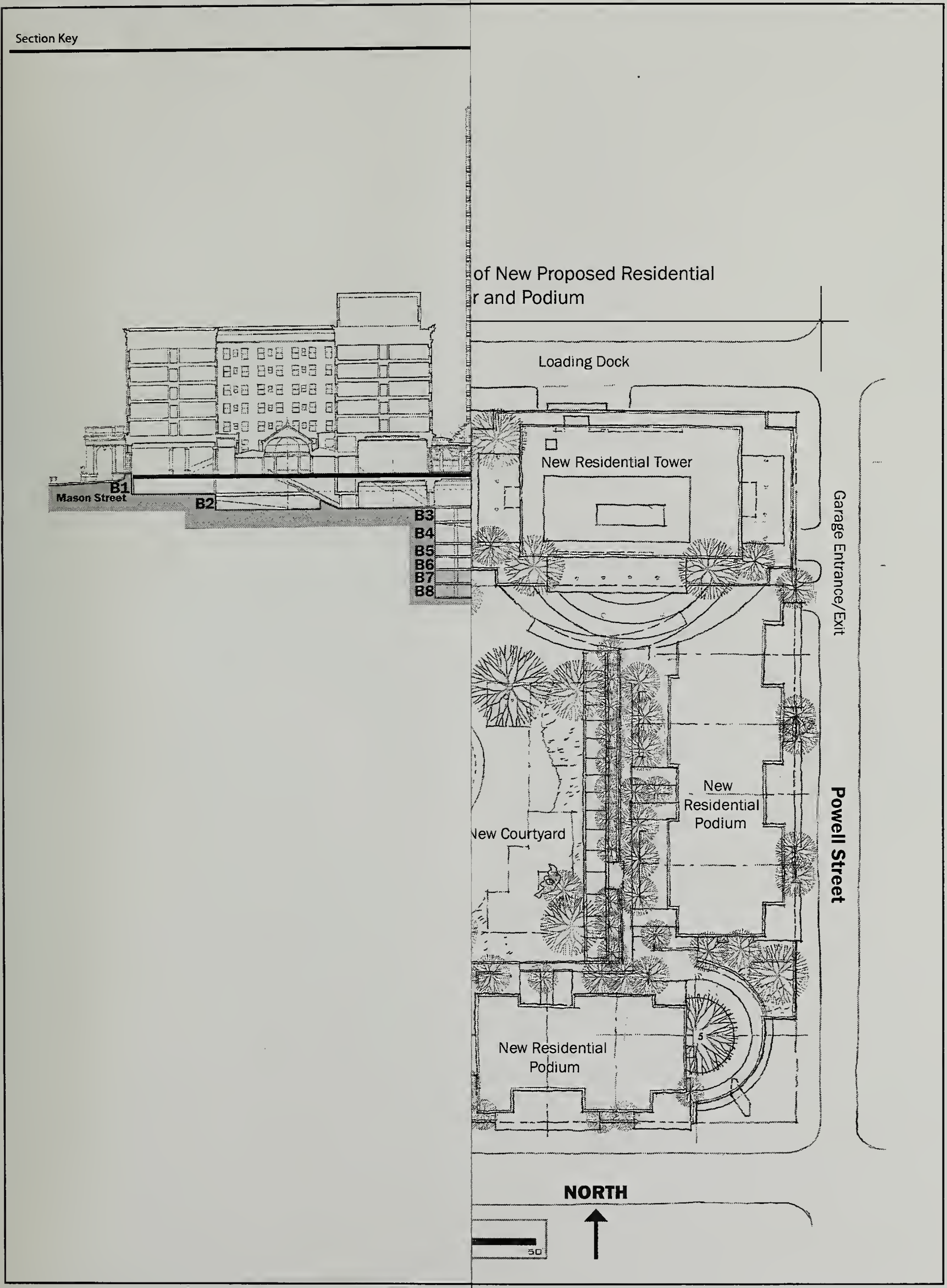
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 9
Proposed East-West Section



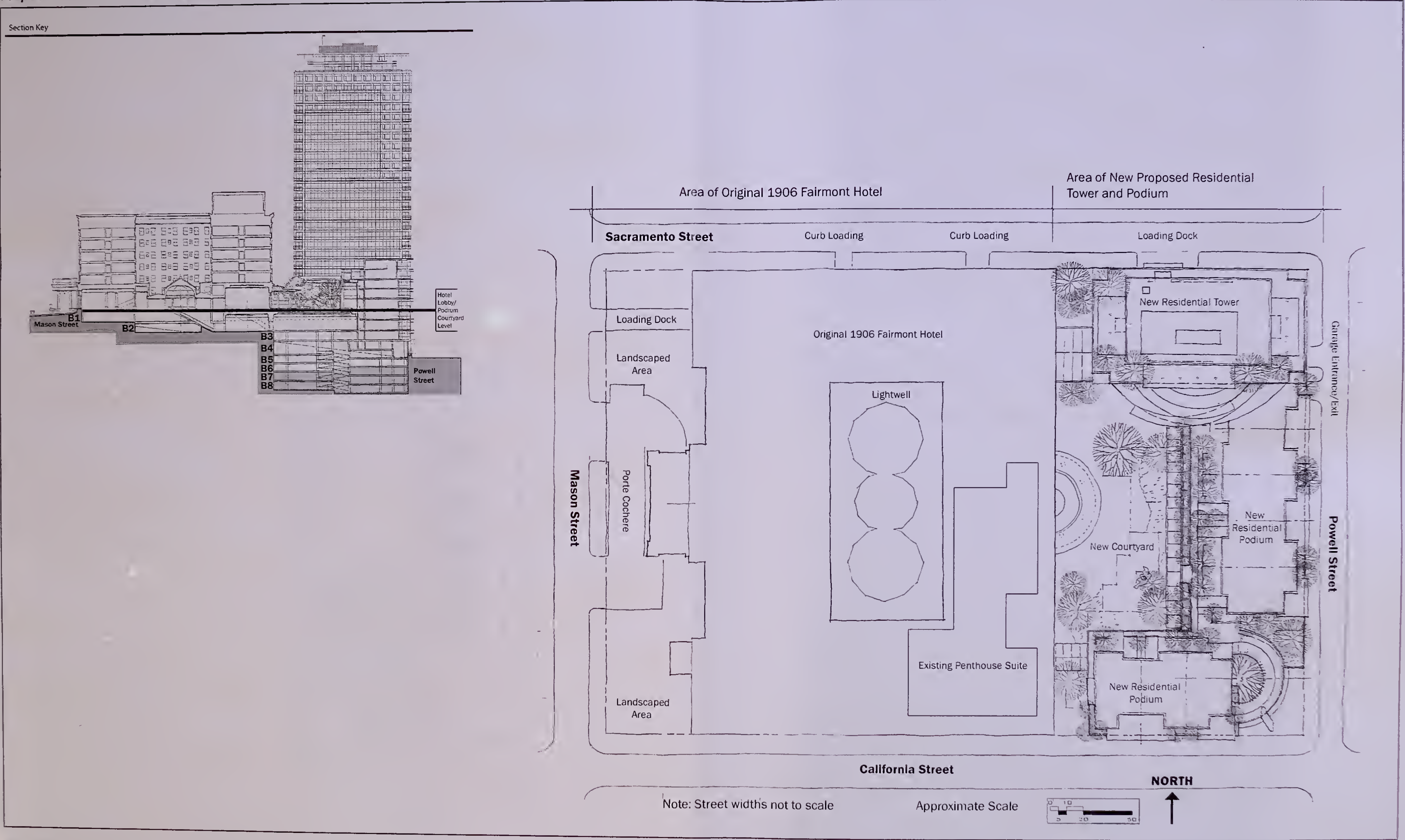
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 10
Proposed Site Plan - Roof Level



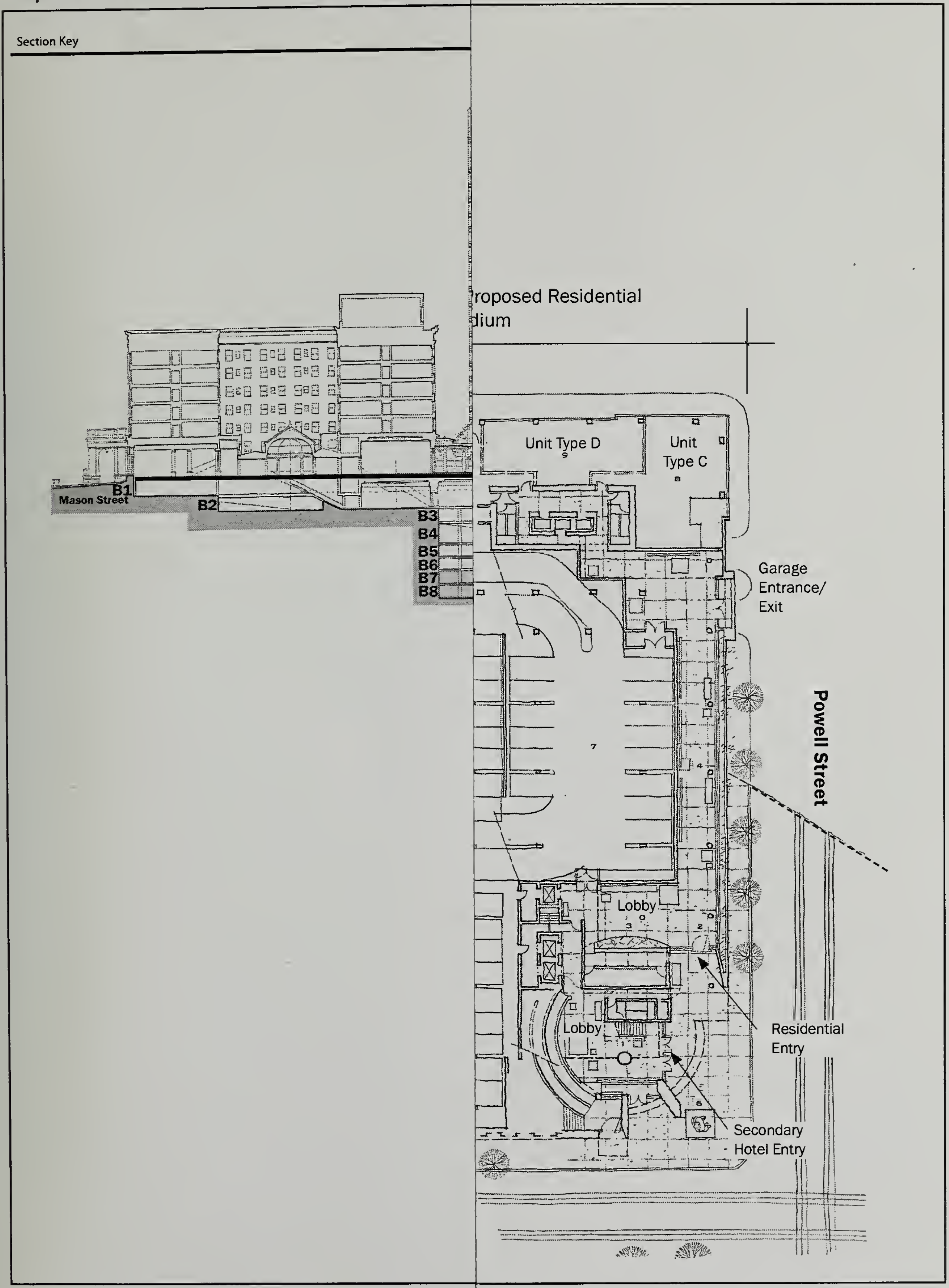
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 10
Proposed Site Plan - Roof Level



Source: Miles Berger, AIA Architect, November 4, 2008.

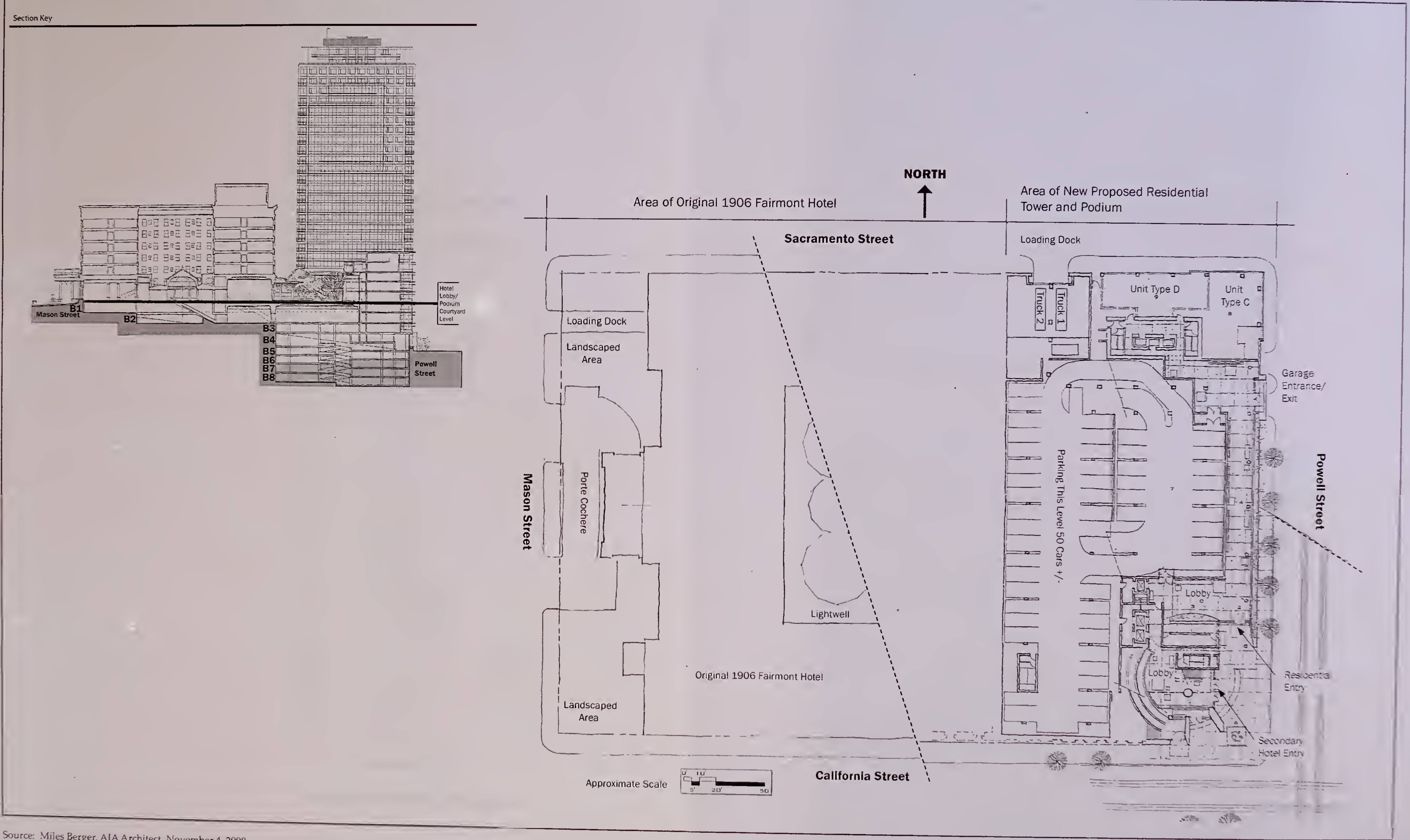
Figure 11
Proposed Plan for Podium Entry at Powell Street



Source: Miles Berger, AIA Architect, November 4, 2008.

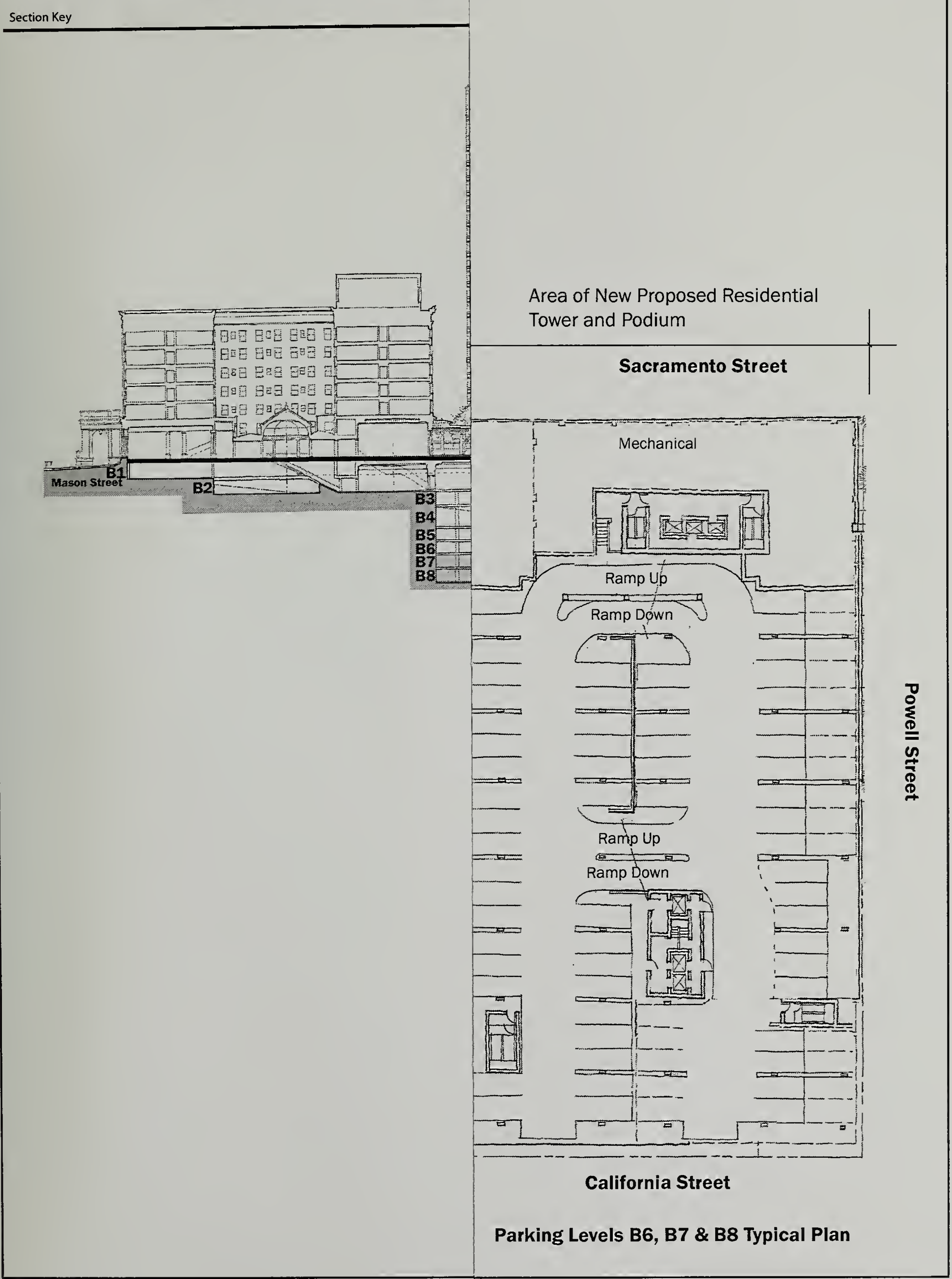
Figure 11

Proposed Plan for Podium Entry at Powell Street (Level B4)



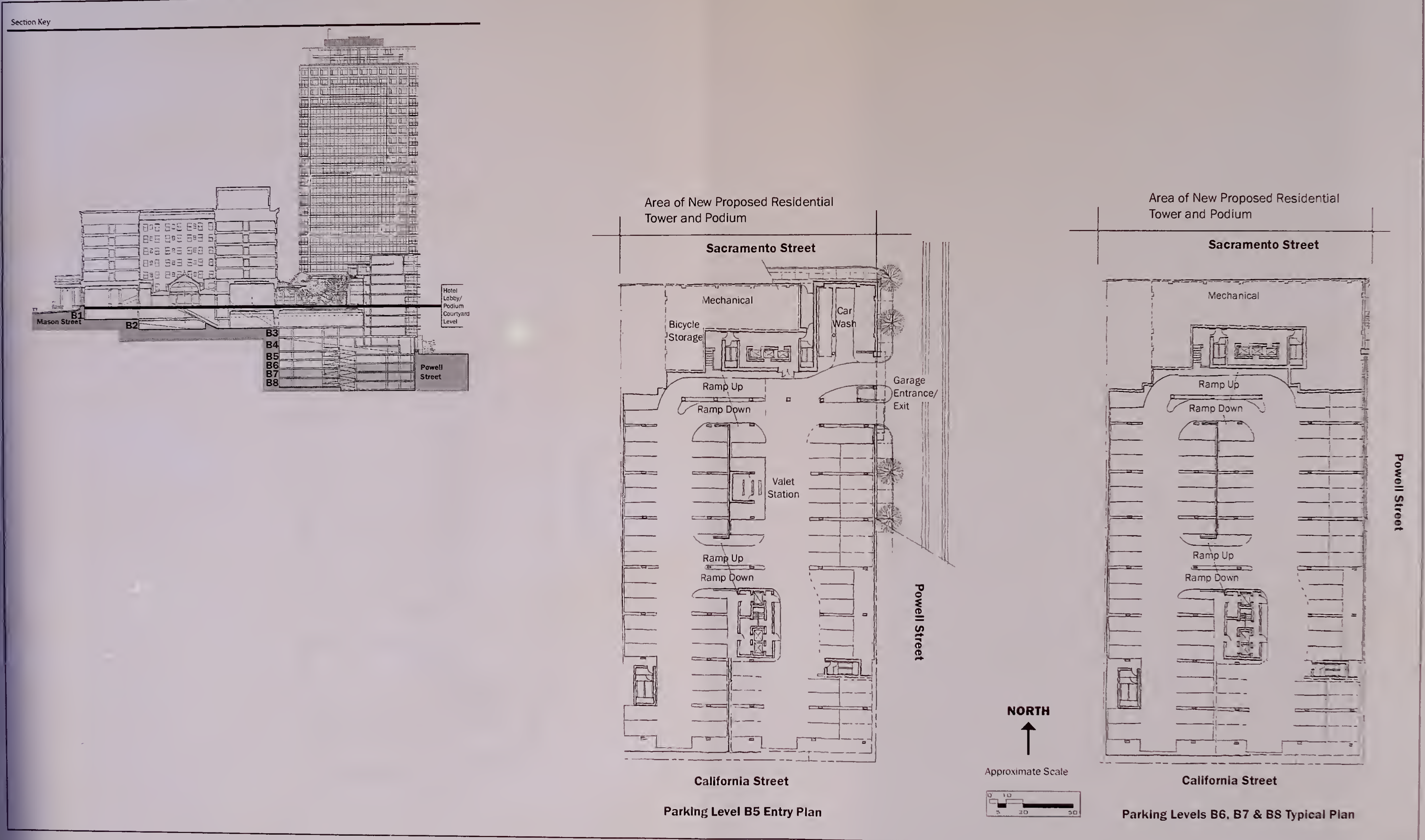
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 12
Proposed Plan for Parking Levels (Level B5 - B8)



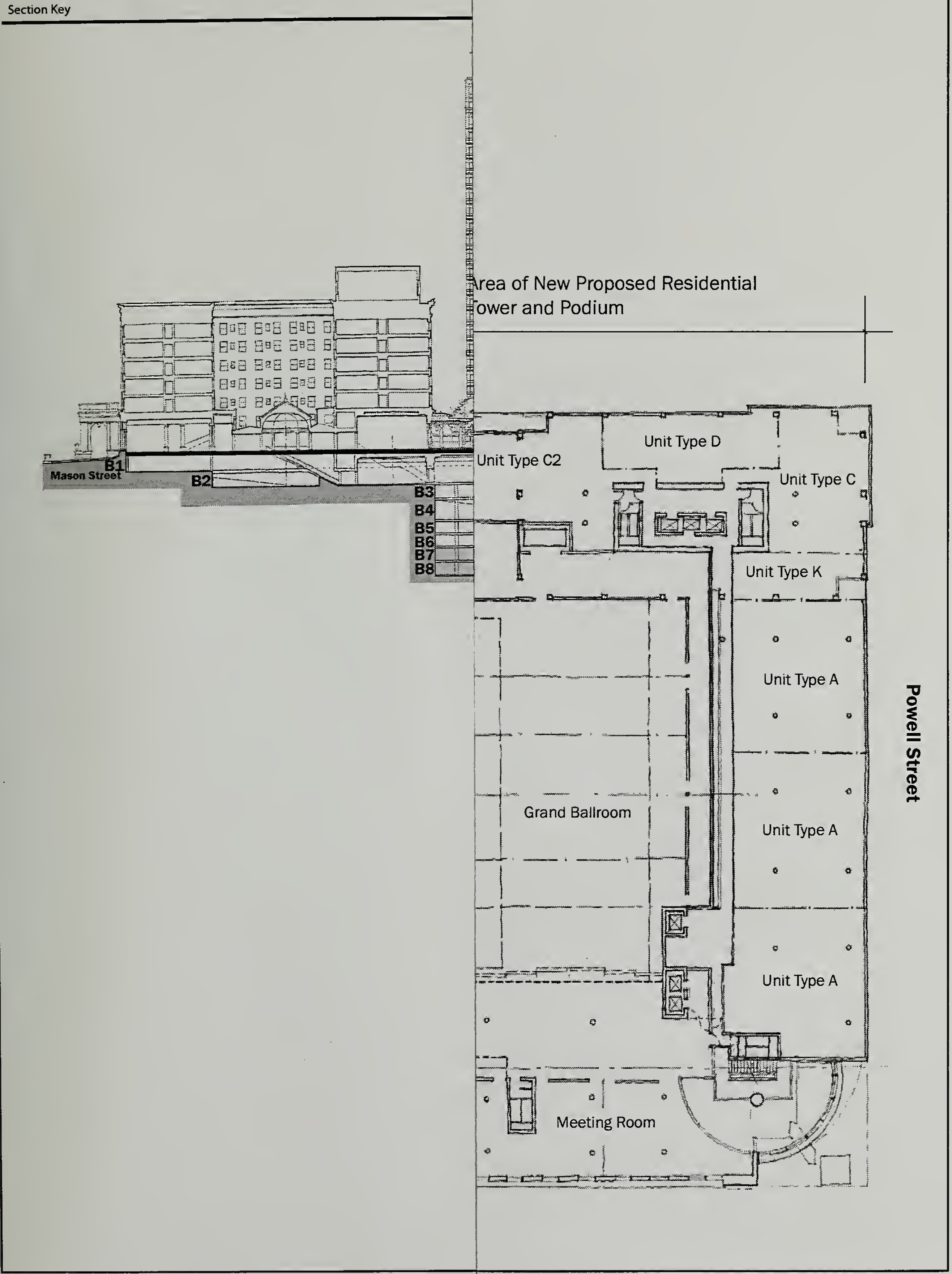
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 12
Proposed Plan for Parking Levels (Level B5 - B8)



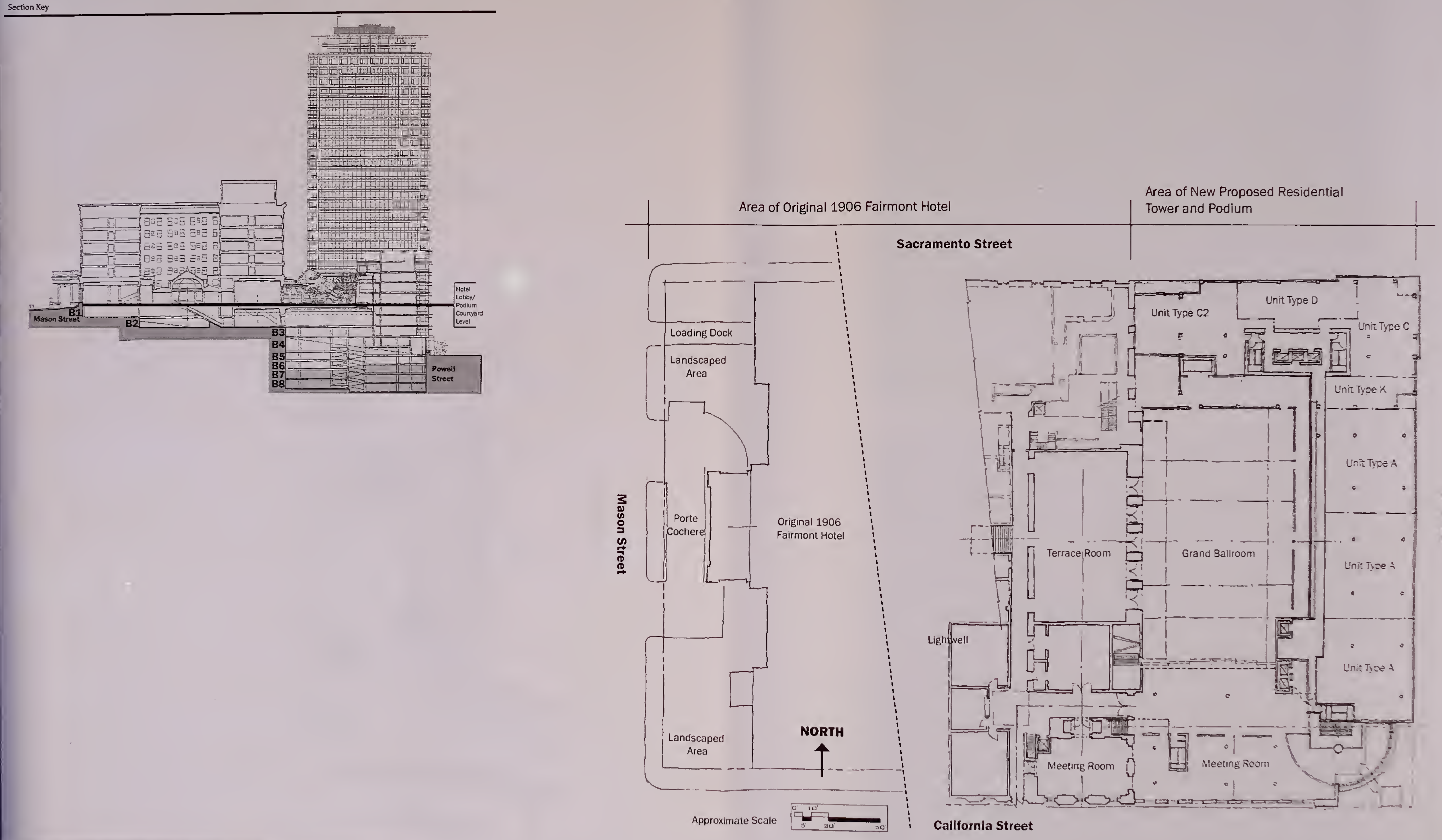
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 13
Proposed Plan for Terrace Room and Grand Ballr



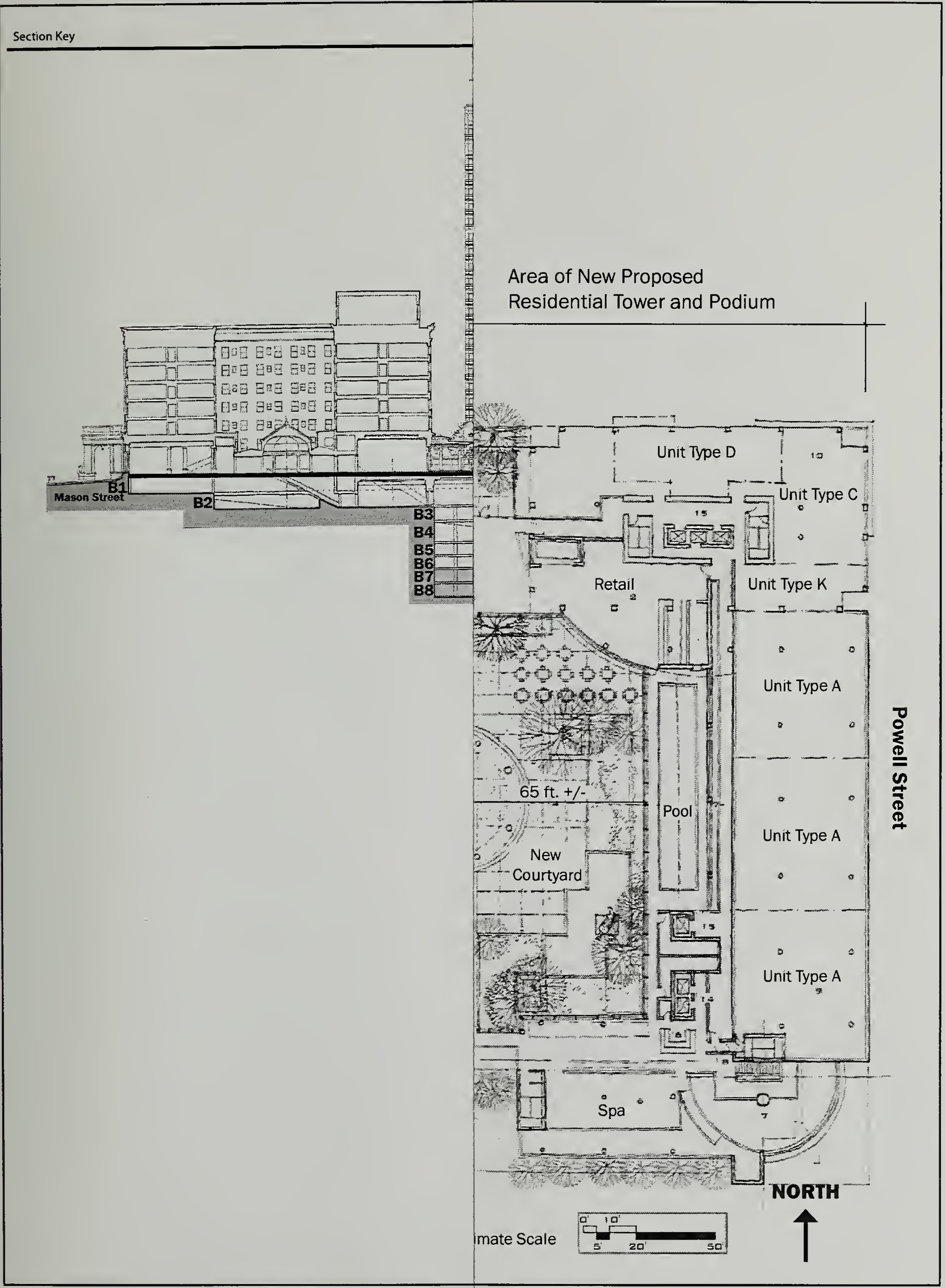
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 13
Proposed Plan for Terrace Room and Grand Ballroom Level (Level B2)



Source: Miles Berger, AIA Architect, November 4, 2008.

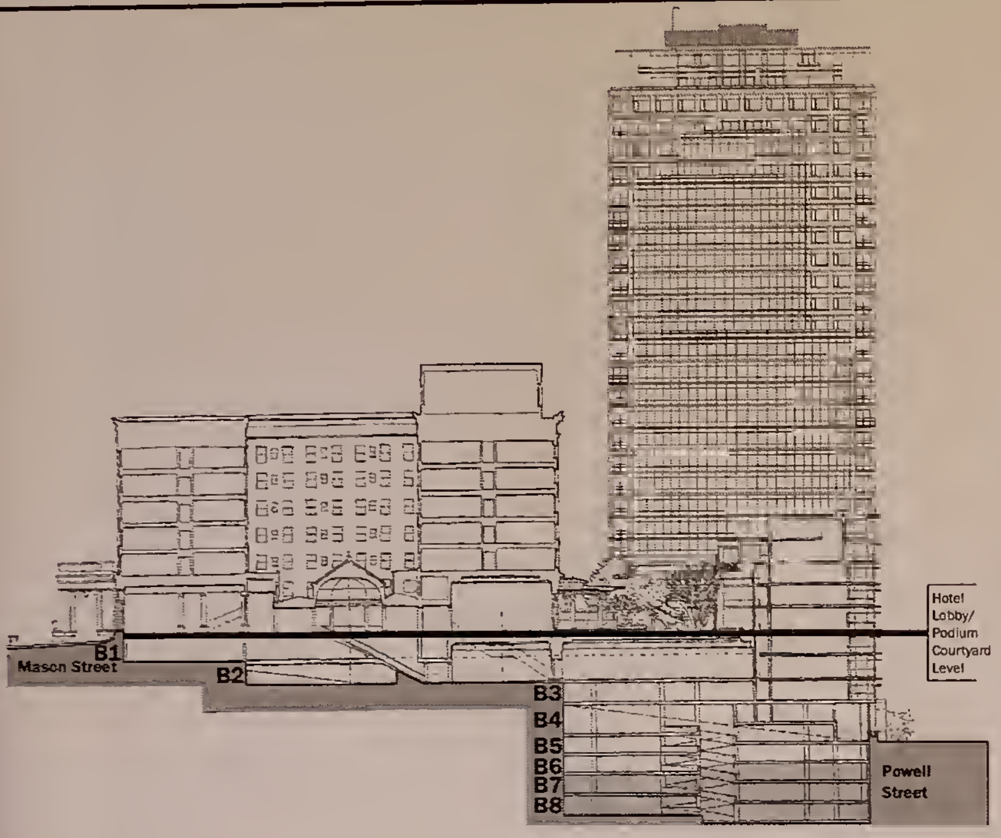
Figure 14
Proposed Lobby/Podium Courtyard Level Plan

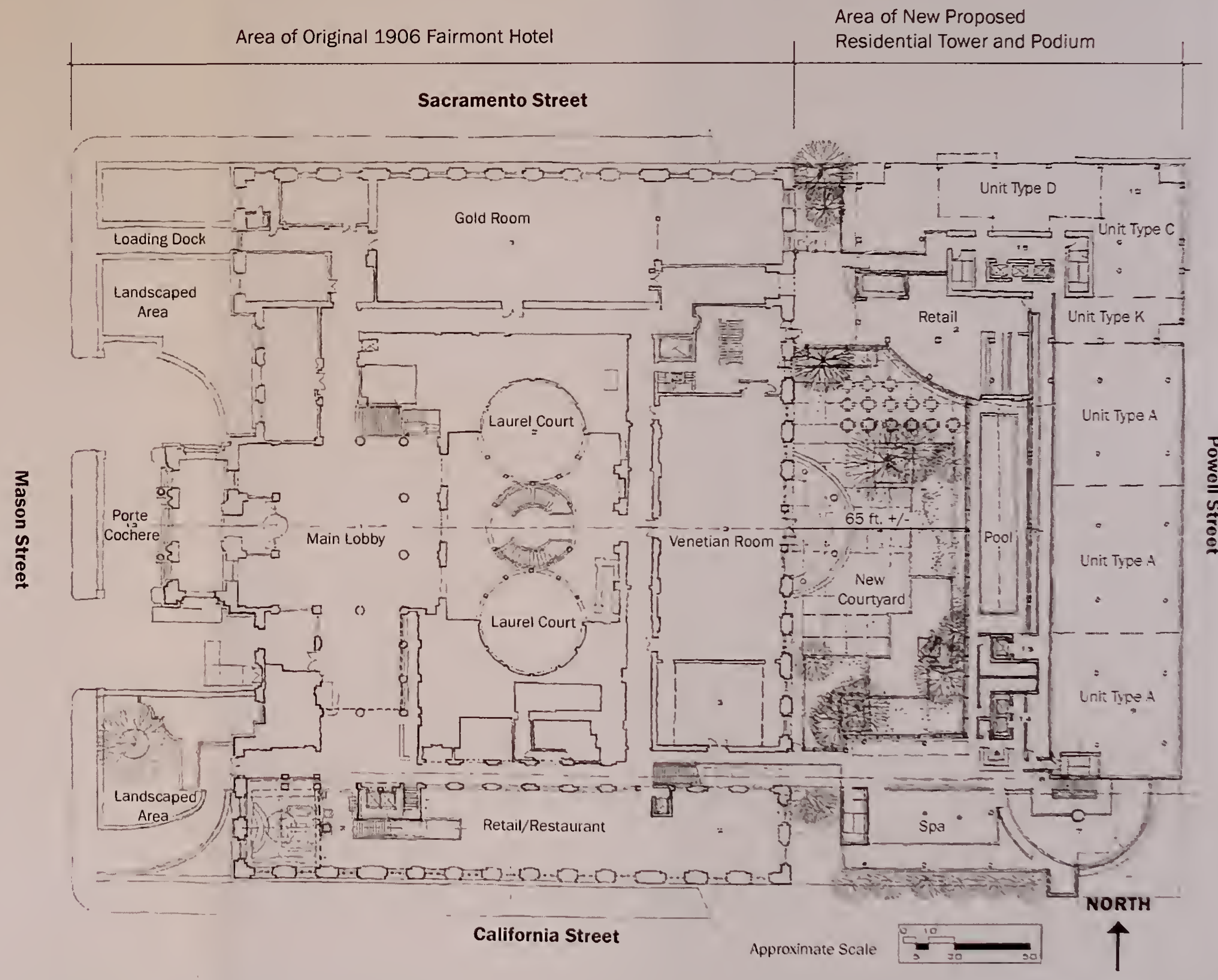


Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 14
Proposed Lobby/Podium Courtyard Level Plan

Section Key

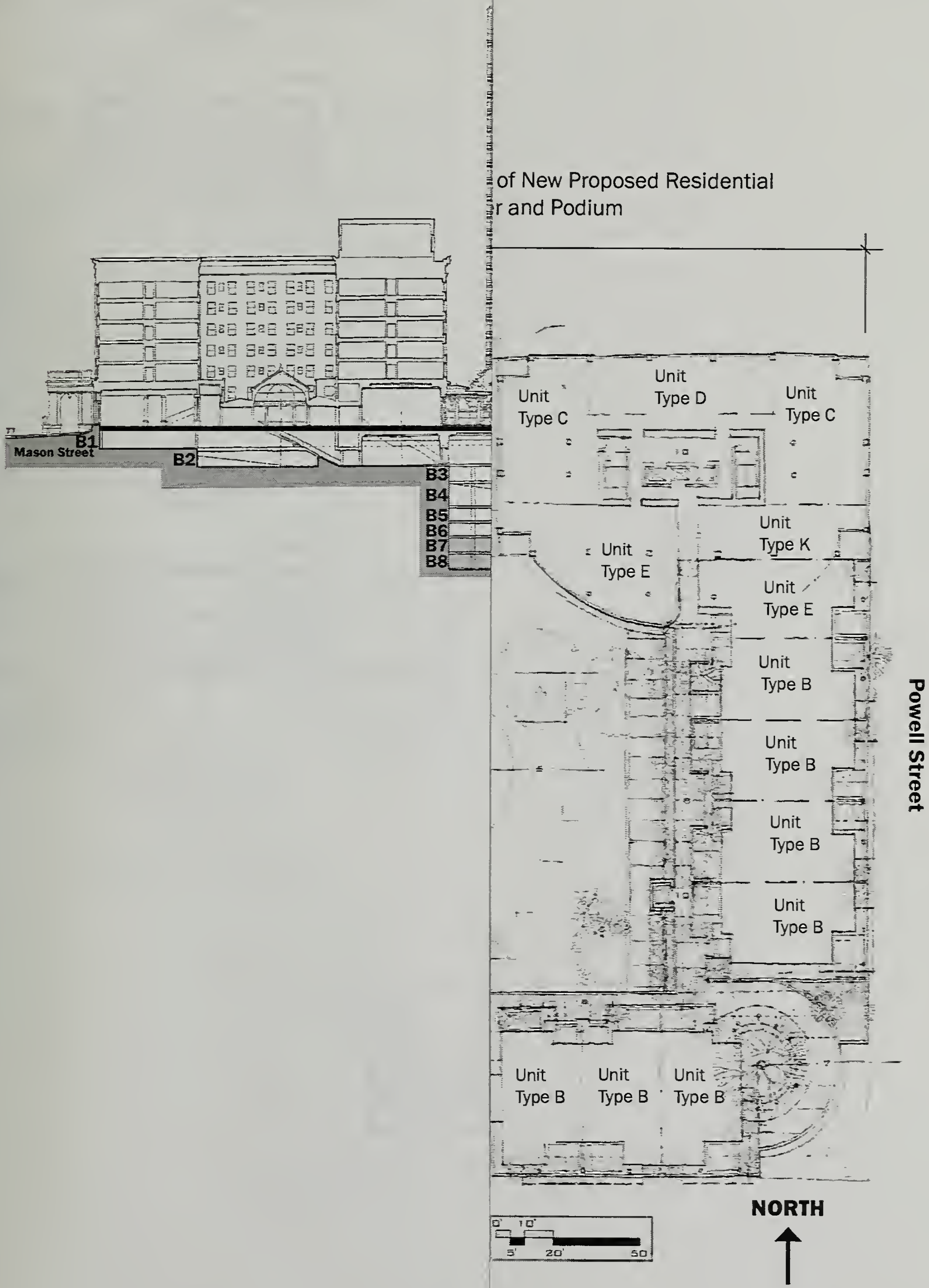




Source: Miles Berger, AIA Architect, November 4, 2008.

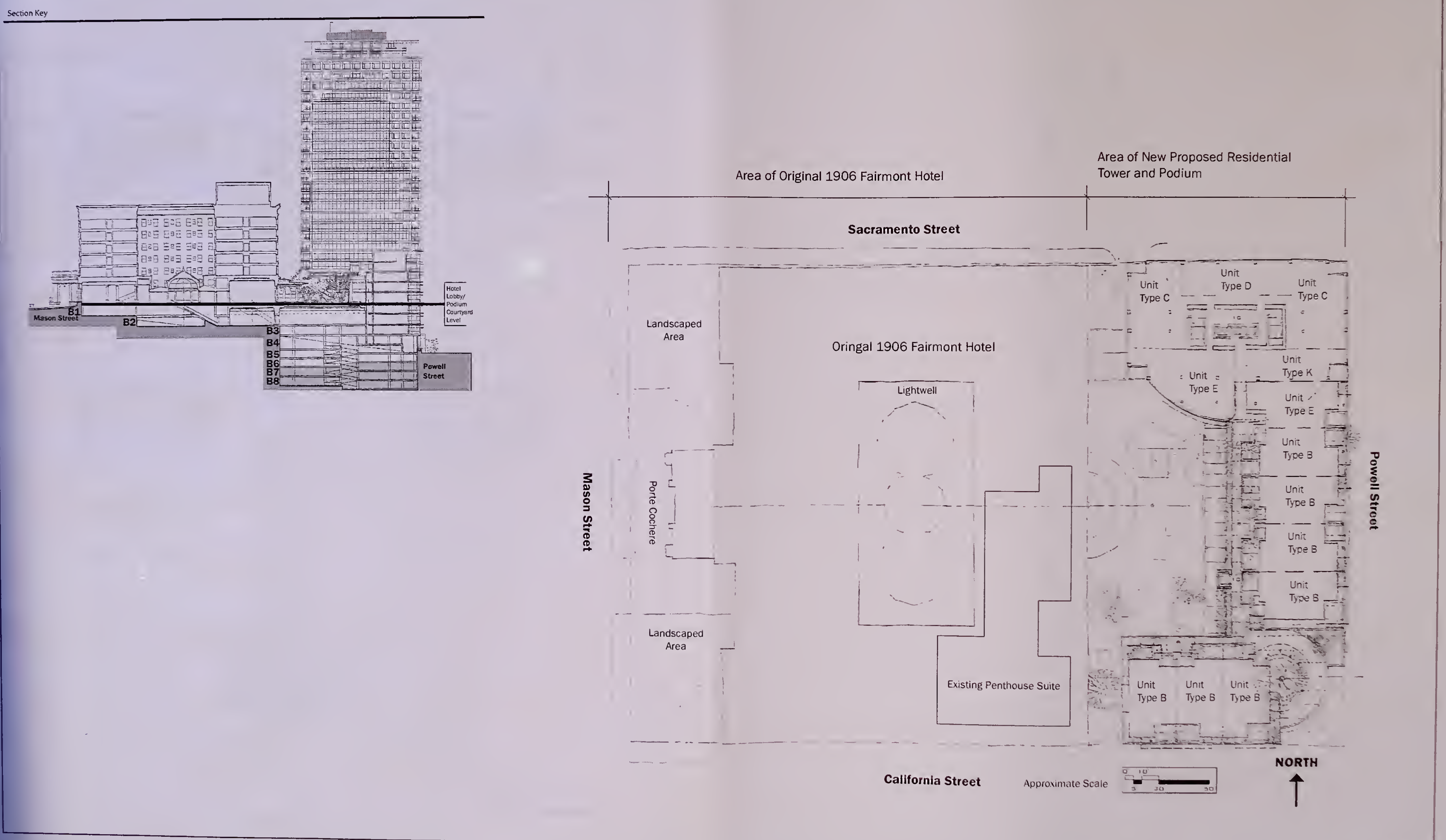
Figure 15
Proposed Plan for Typical Mid-Rise Podium Level

Section Key



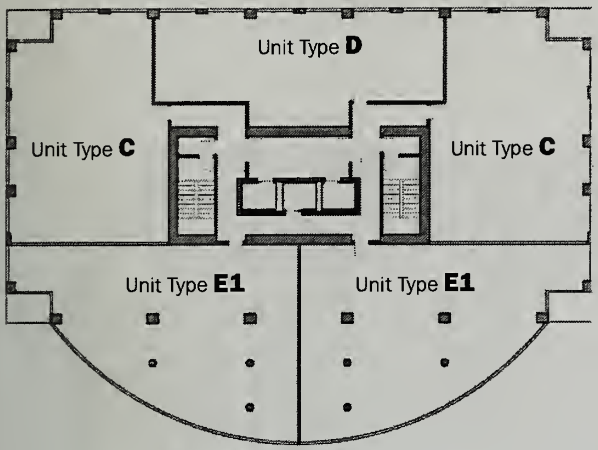
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 15
Proposed Plan for Typical Mid-Rise Podium Level Residential

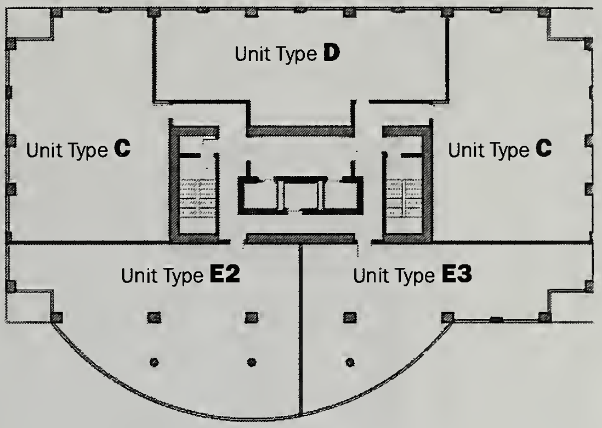


Source: Miles Berger, AIA Architect, November 4, 2008.

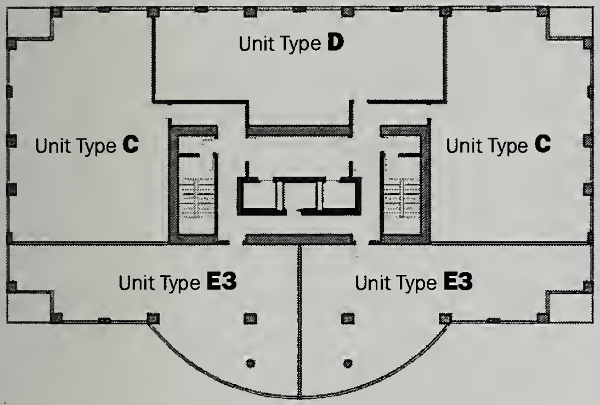
Figure 16
Proposed Typical Tower Floor Plan



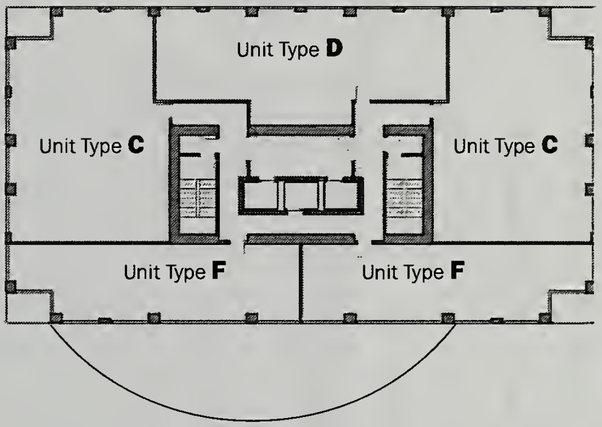
Tower Floor Plan - Levels 2 thru 13



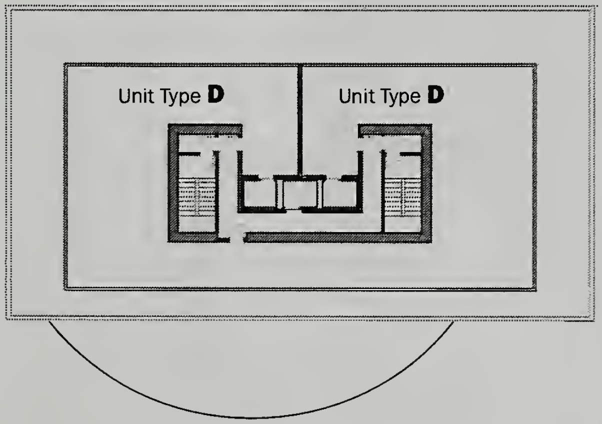
Tower Floor Plan - Levels 14 thru 20



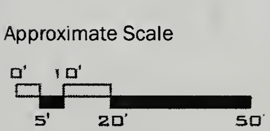
Tower Floor Plan - Levels 21 & 22



Tower Floor Plan - Levels 23 & 24

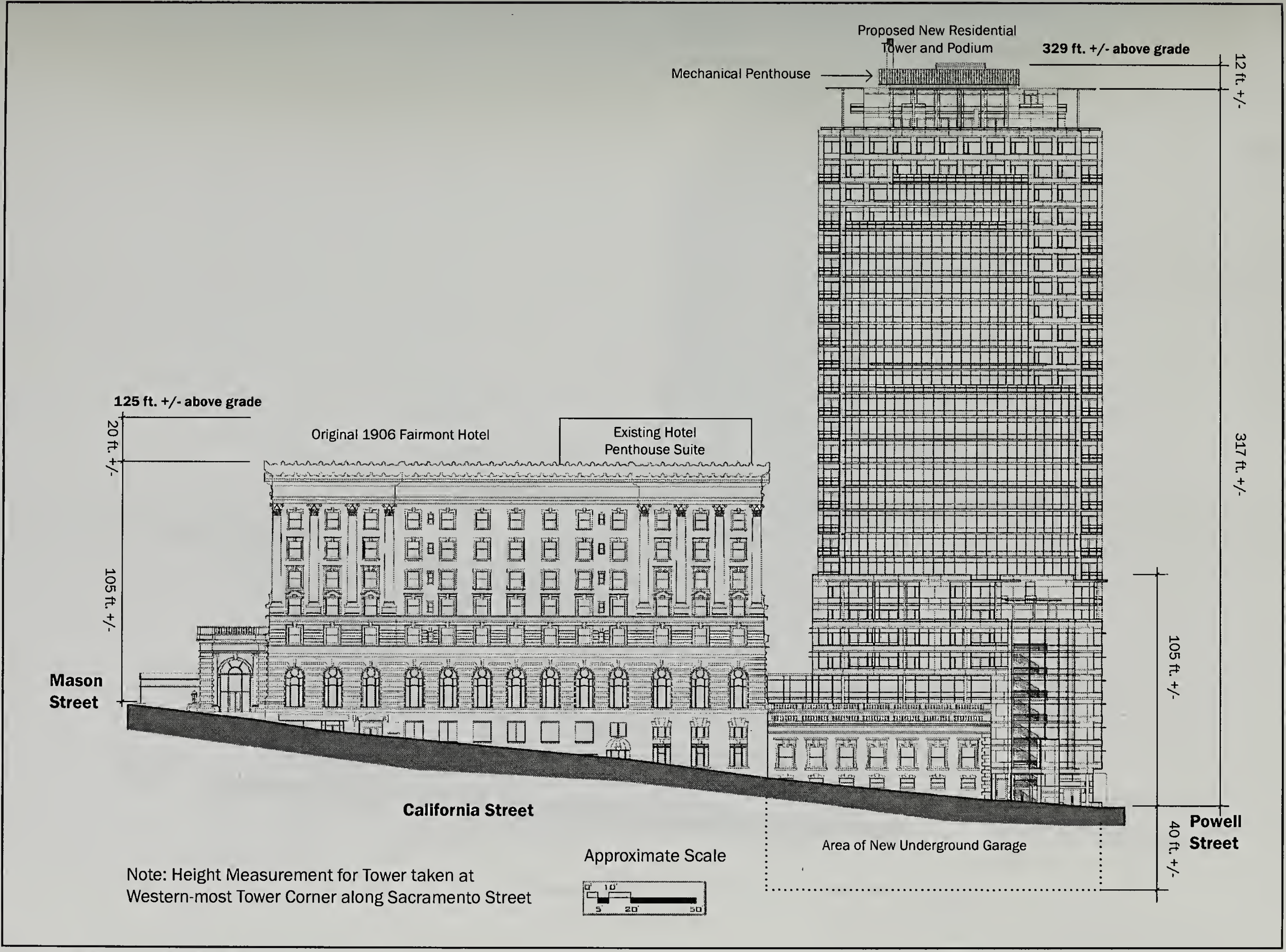


Tower Floor Plan - Levels 25 & 26



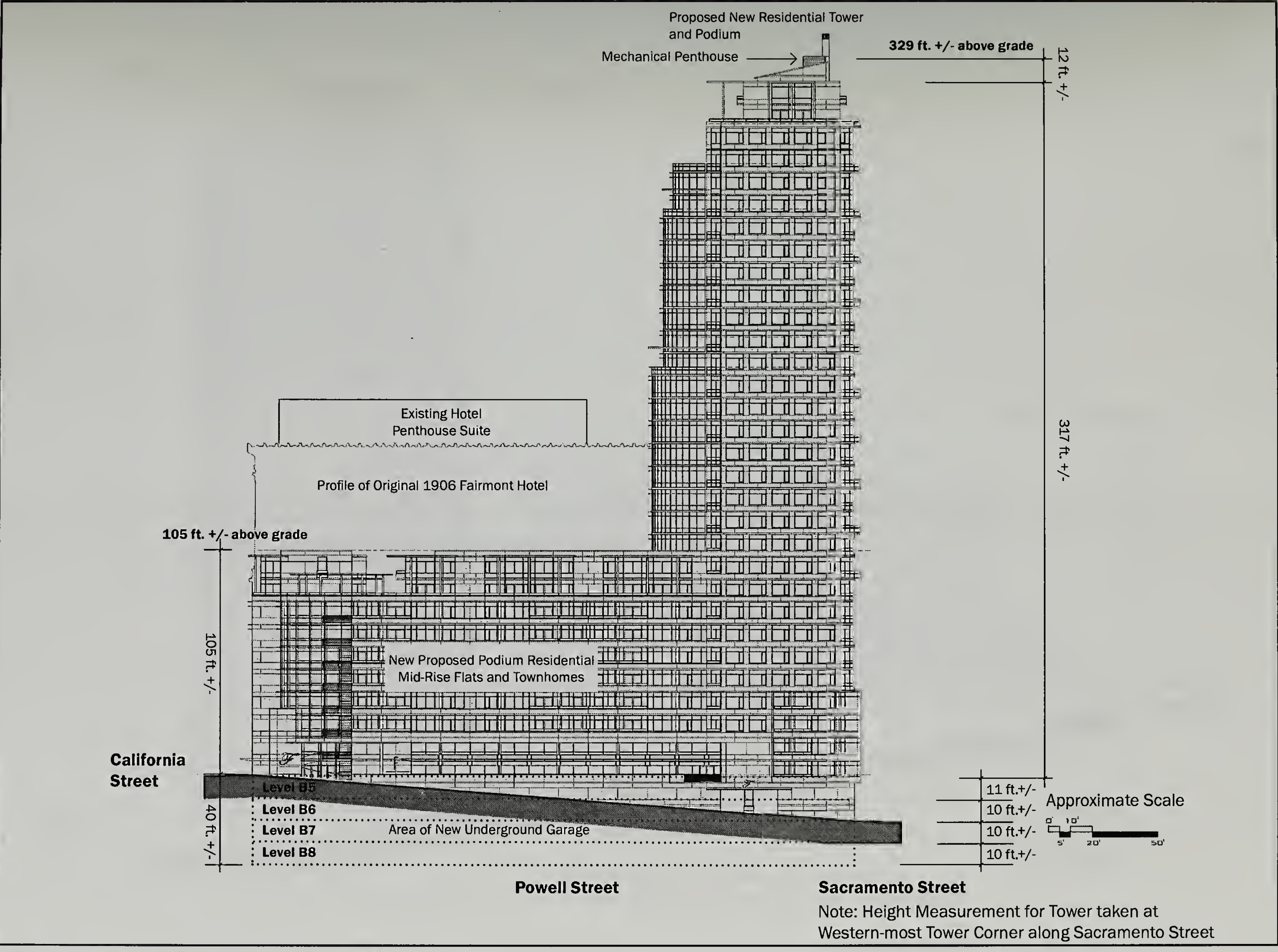
urce: Miles Berger, AIA Architect, November 4, 2008.

Figure 17
Proposed South Elevation


Proposed New Residential Tower and Podium
329 ft. +/- above grade
Mechanical Penthouse
12 ft. +/-
317 ft. +/-
125 ft. +/- above grade
20 ft. +/-
Original 1906 Fairmont Hotel
Existing Hotel Penthouse Suite
105 ft. +/-
Mason Street
105 ft. +/-
California Street
Powell Street
40 ft. +/-
Area of New Underground Garage
Approximate Scale
0' 10'
5' 20' 50'
Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

Source: Miles Berger, AIA Architect, November 4, 2008.

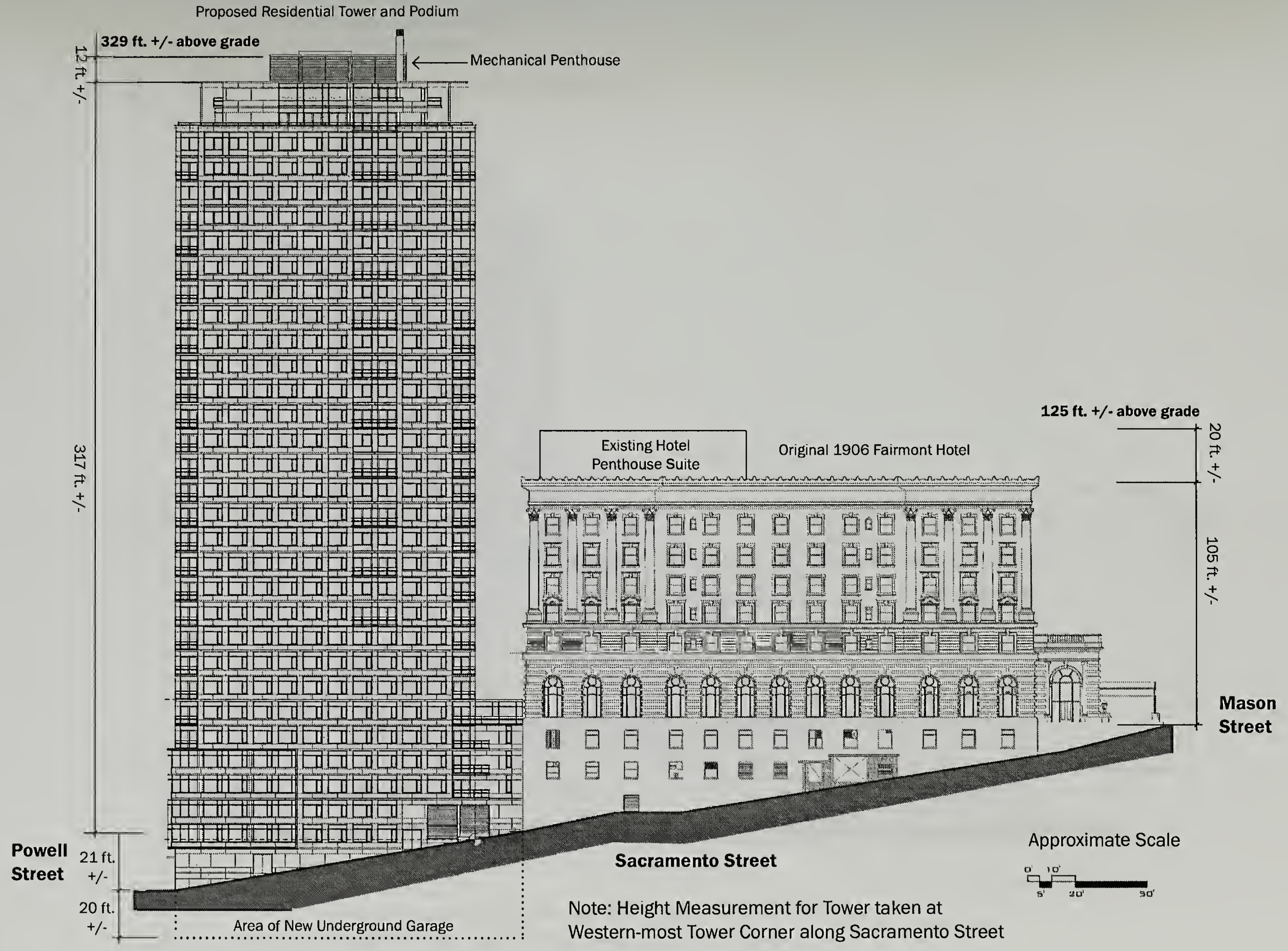
Figure 18
Proposed East Elevation



Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

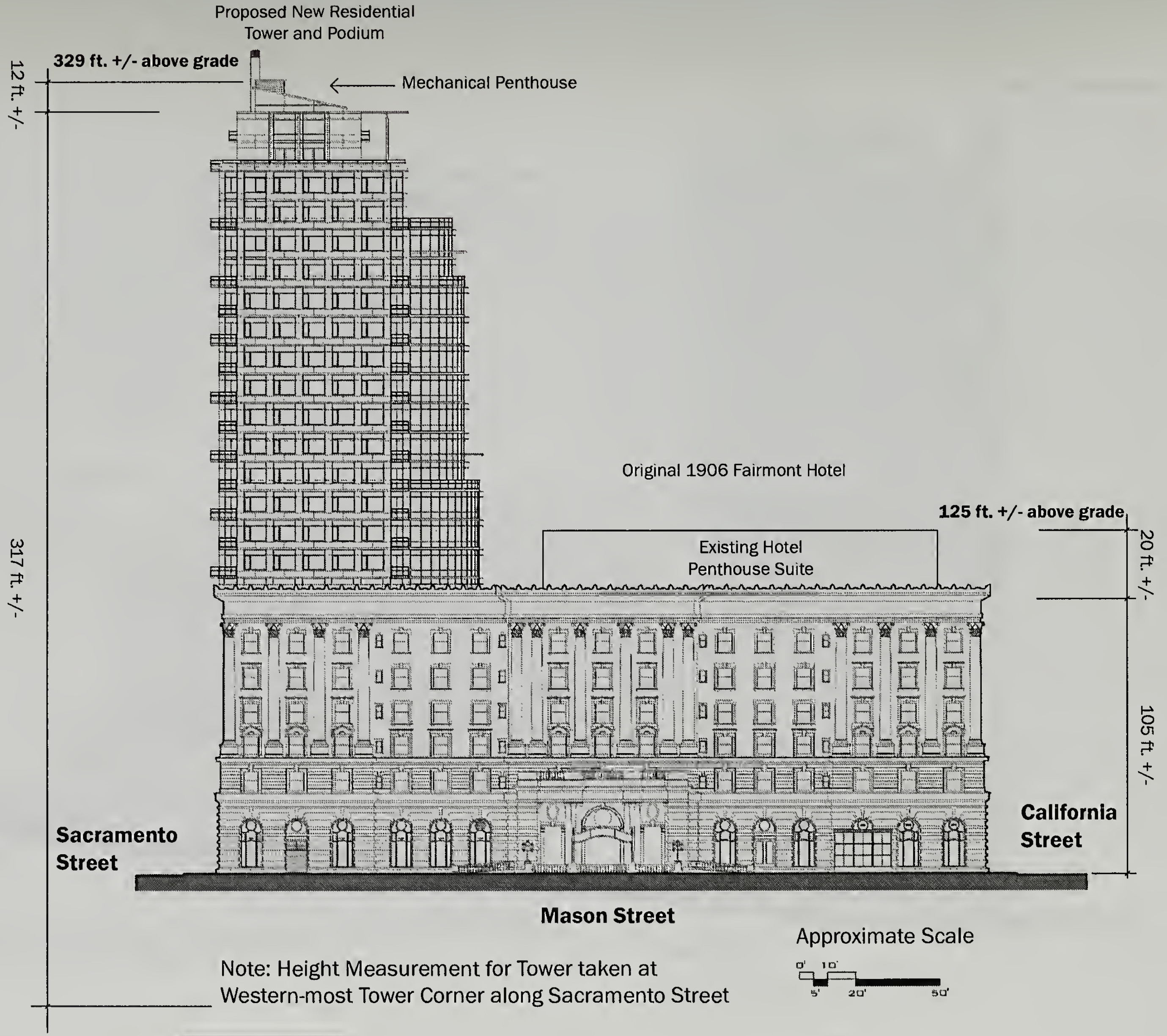
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 19
Proposed North Elevation


Proposed Residential Tower and Podium
329 ft. +/- above grade
Mechanical Penthouse
12 ft. +/-
317 ft. +/-
Existing Hotel Penthouse Suite
Original 1906 Fairmont Hotel
125 ft. +/- above grade
20 ft. +/-
105 ft. +/-
Mason Street
Powell Street
21 ft. +/-
20 ft. +/-
Area of New Underground Garage
Sacramento Street
Approximate Scale
0' 10'
5' 20' 50'
Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

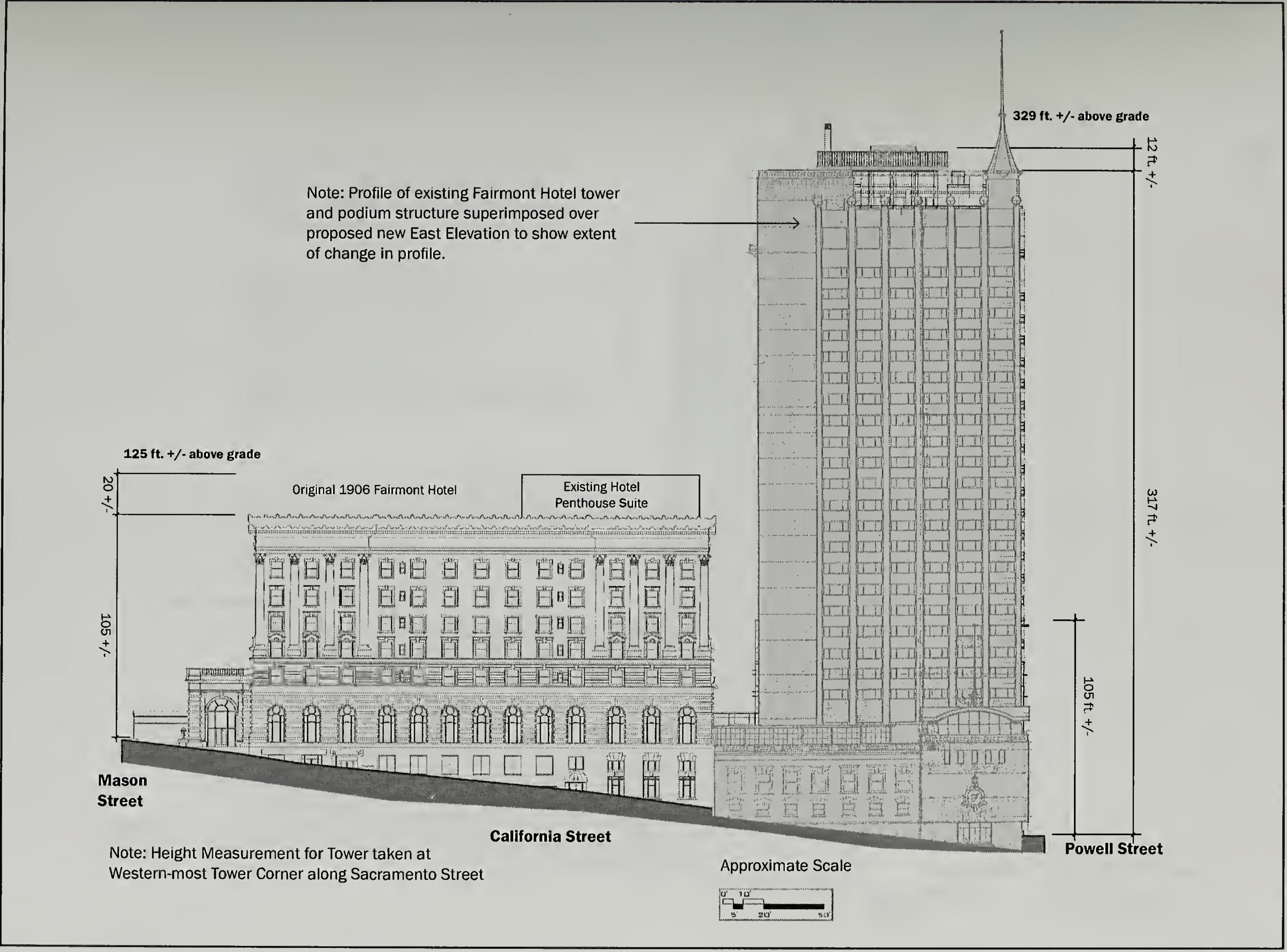
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 20
Proposed West Elevation


Proposed New Residential Tower and Podium
329 ft. +/- above grade
Mechanical Penthouse
12 ft. +/-
317 ft. +/-
Original 1906 Fairmont Hotel
125 ft. +/- above grade
Existing Hotel Penthouse Suite
20 ft. +/-
105 ft. +/-
Sacramento Street
California Street
Mason Street
Approximate Scale
0' 10'
5' 20' 50'
Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

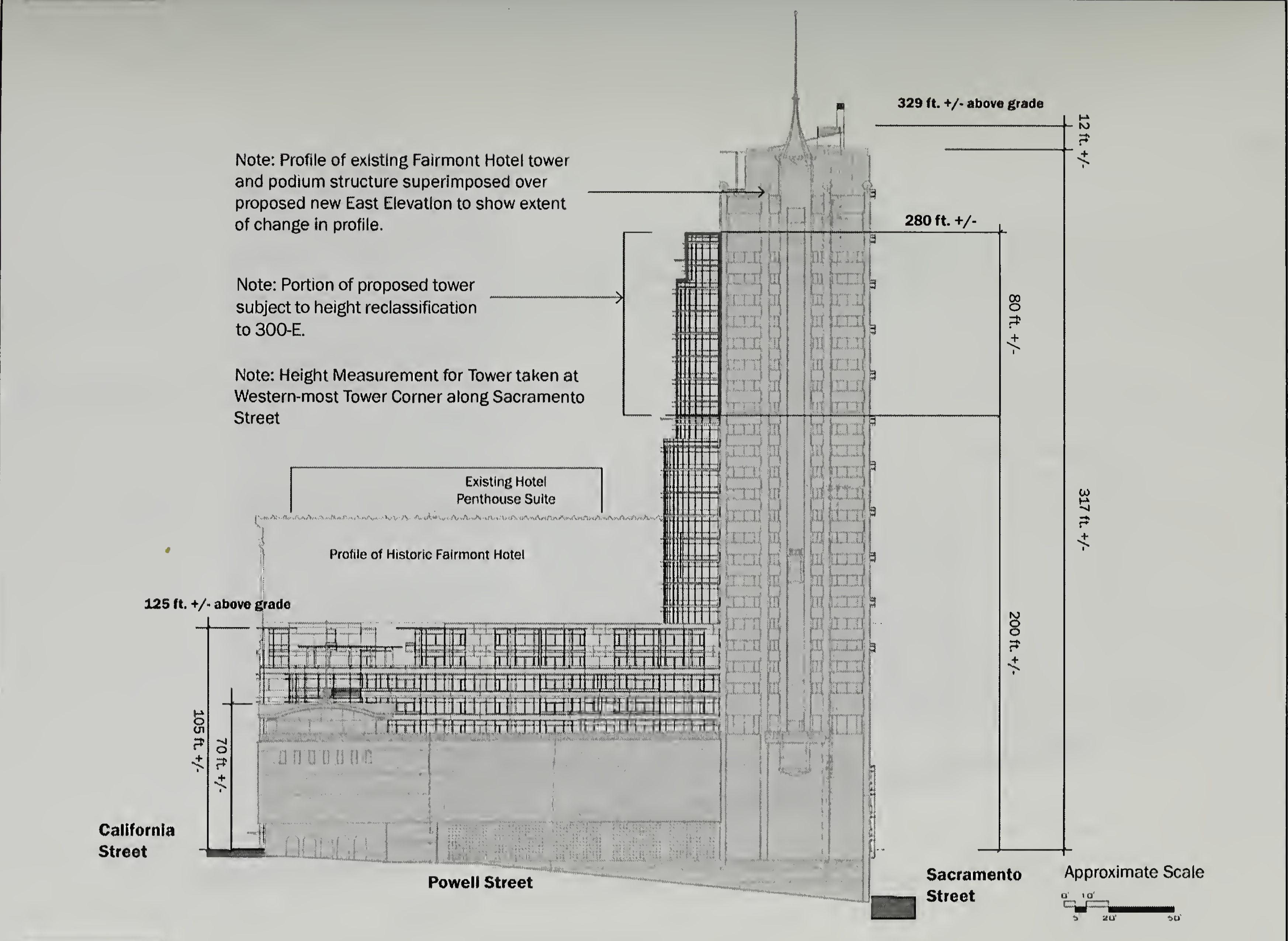
Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 21
Comparison of Existing and Proposed South Elevations


Note: Profile of existing Fairmont Hotel tower and podium structure superimposed over proposed new East Elevation to show extent of change in profile.
329 ft. +/- above grade
12 ft. +/-
317 ft. +/-
105 ft. +/-
125 ft. +/- above grade
20 +/-
105 +/-
Original 1906 Fairmont Hotel
Existing Hotel Penthouse Suite
Mason Street
California Street
Powell Street
Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street
Approximate Scale
0'
10'
5'
20'
50'

Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 22
Comparison of Existing and Proposed East Elevations



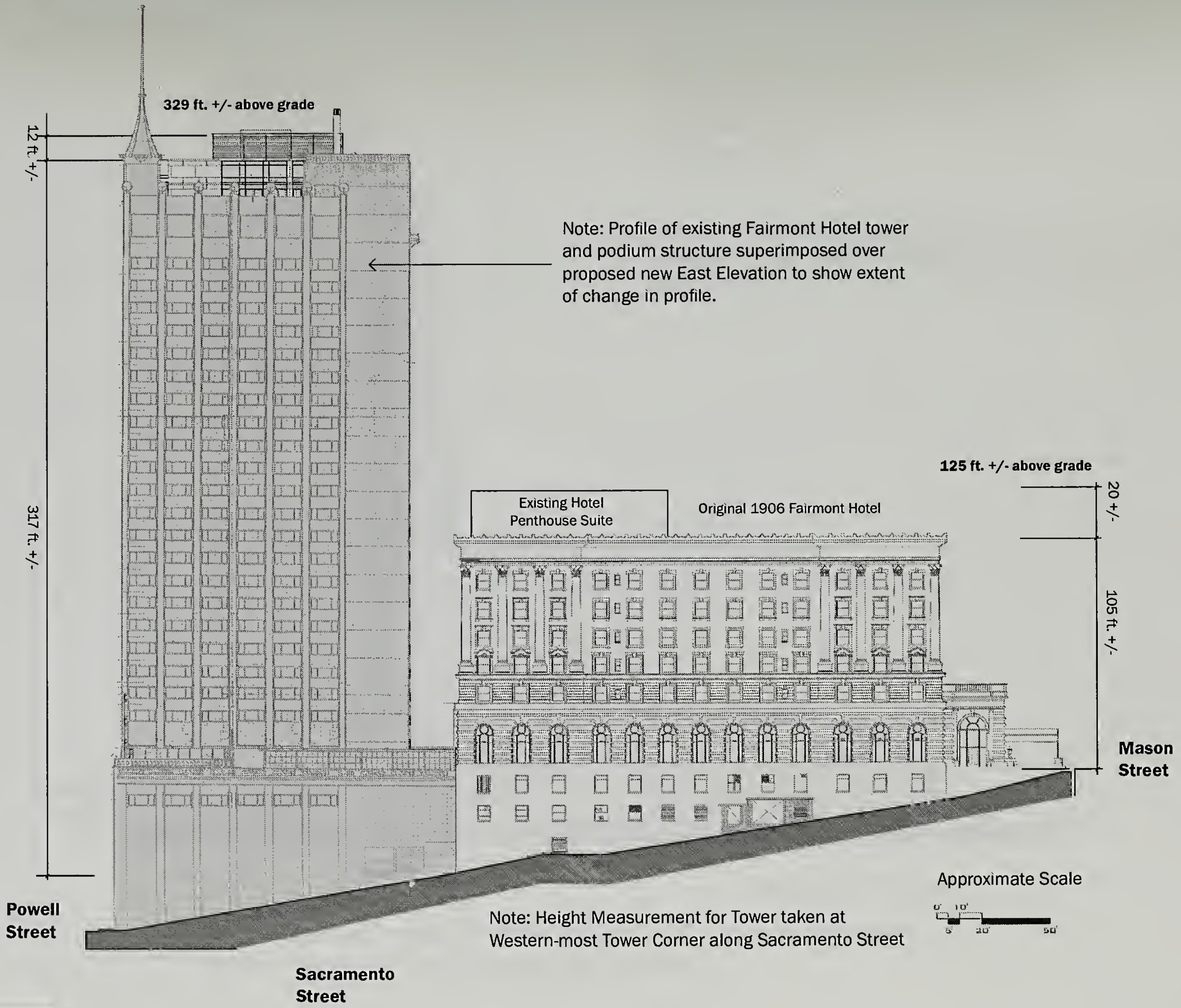
Note: Profile of existing Fairmont Hotel tower and podium structure superimposed over proposed new East Elevation to show extent of change in profile.

Note: Portion of proposed tower subject to height reclassification to 300-E.

Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

Source: Miles Berger, AIA Architect, November 4, 2008.

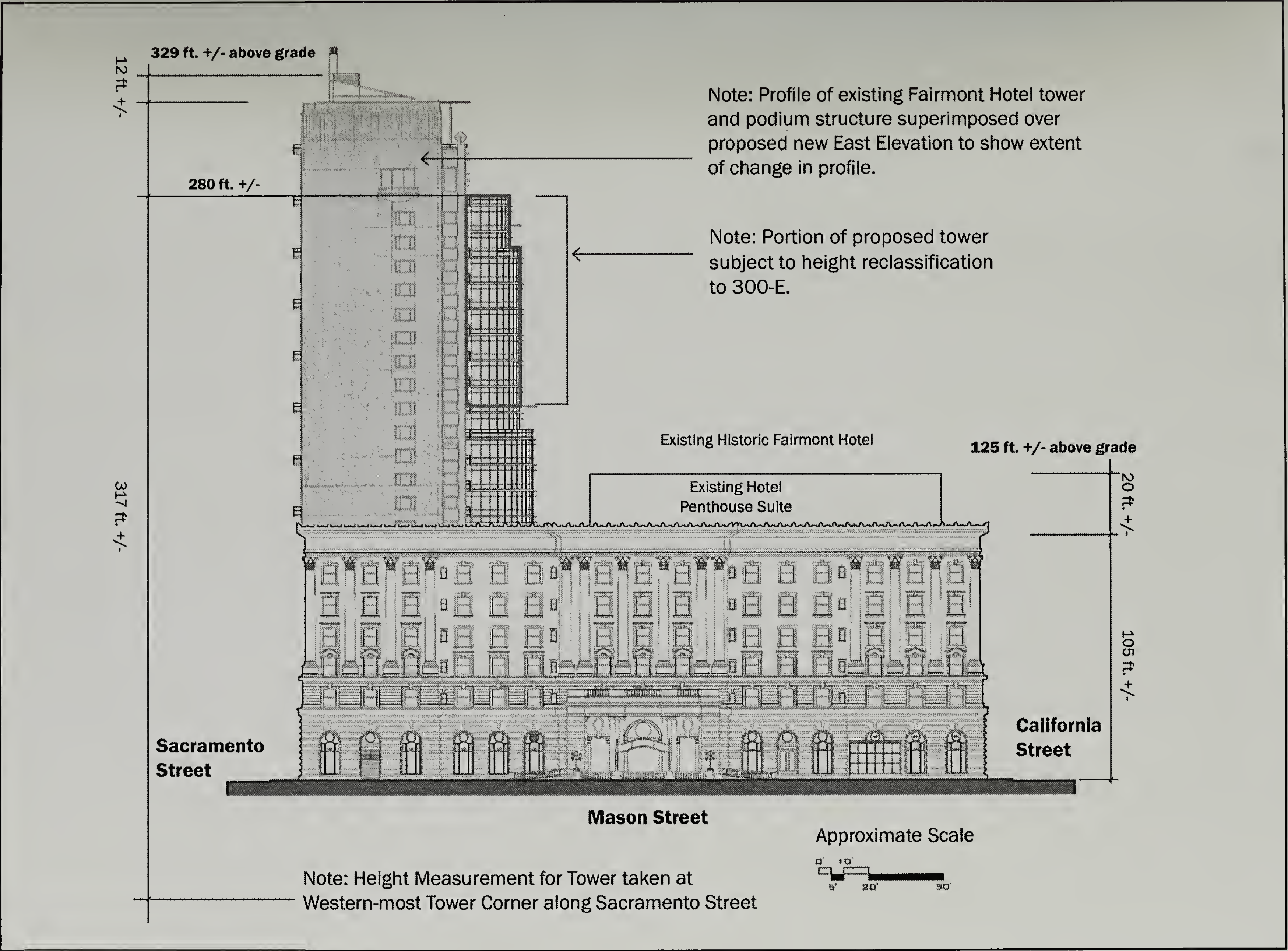
Figure 23
Comparison of Existing and Proposed North Elevations


329 ft. +/- above grade
12 ft. +/-
317 ft. +/-
Note: Profile of existing Fairmont Hotel tower and podium structure superimposed over proposed new East Elevation to show extent of change in profile.
125 ft. +/- above grade
Existing Hotel Penthouse Suite
Original 1906 Fairmont Hotel
20 +/-
105 ft. +/-
Mason Street
Powell Street
Sacramento Street
Approximate Scale
0' 10'
5' 20' 50'
Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

Source: Miles Berger, AIA Architect, November 4, 2008.

Figure 24

Comparison of Existing and Proposed West Elevations



Note: Profile of existing Fairmont Hotel tower and podium structure superimposed over proposed new East Elevation to show extent of change in profile.

Note: Portion of proposed tower subject to height reclassification to 300-E.

Note: Height Measurement for Tower taken at Western-most Tower Corner along Sacramento Street

Source: Miles Berger, AIA Architect, November 4, 2008.